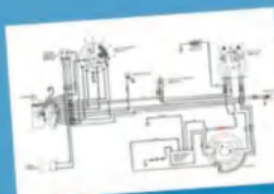


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#357 March 2016



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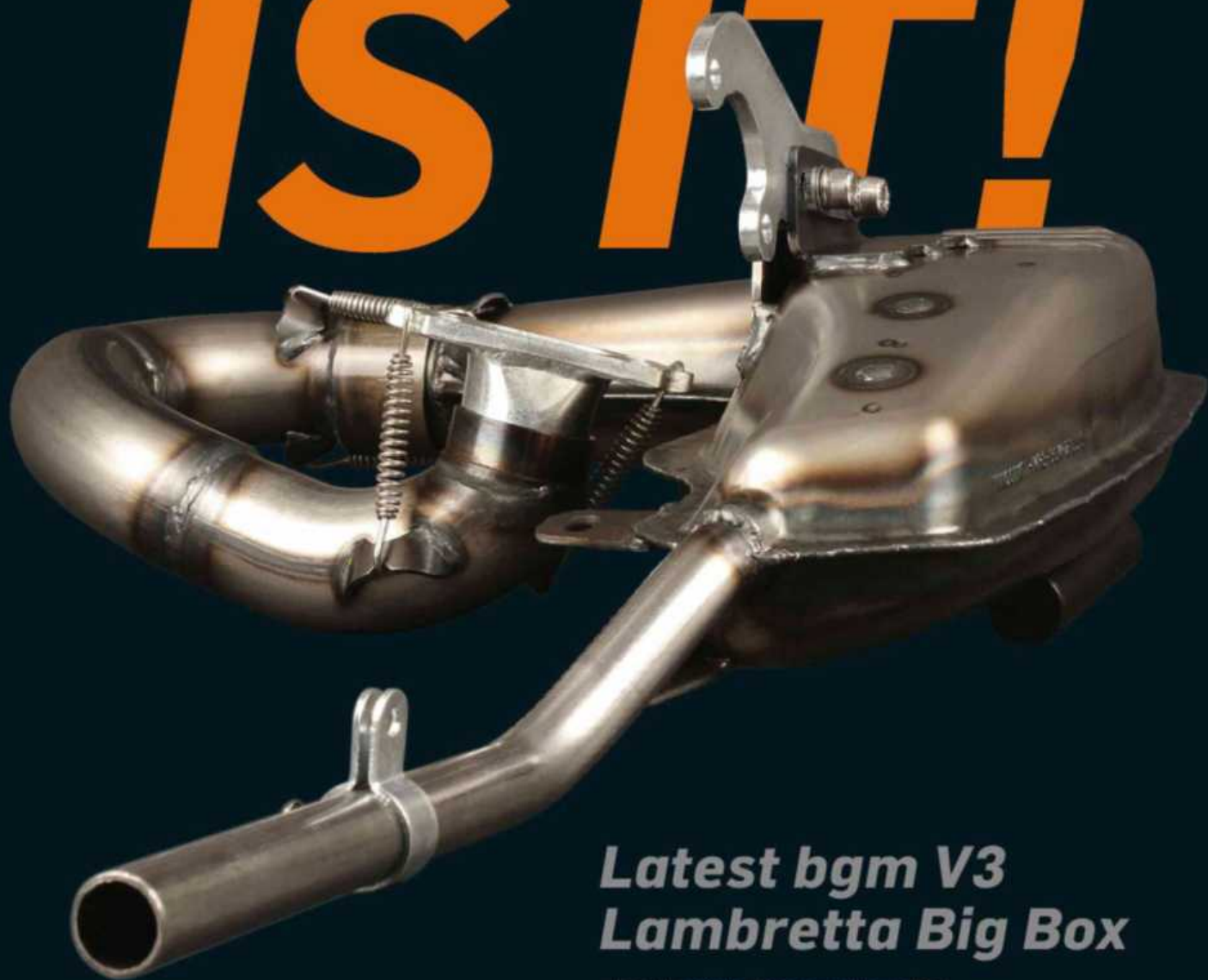
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Time for ch-ch-changes?

It is going to be an interesting year for scootering as whole this year, and I for one await it with bated breath.

Vespa news

This year sees the 70th anniversary of the Vespa scooter – an event Piaggio is marking with some limited edition blue painted and decaled models, one in each of the GTS, Primavera and PX ranges. As well as the international Vespa World Days event being held in the south of France this summer, the Vespa Club of Britain has a celebratory members' rally planned too, not far from the former Douglas Vespa factory in Bristol, which should be a great weekend.

This year also sees the last of the Vespa PX as we know it, due to ever tightening EU emissions regulations. Piaggio told me in Milan that they've hung on to it for as long as possible, but the end is sadly nigh. A replacement is apparently on the drawing board, but we know nothing more than that.

I should also add that the older two-stroke engines that many readers of *Scootering* enjoy do not meet the latest EU regulations on vehicle emissions. Unfortunately for us, many of the major manufacturers – Honda being the big one that others often follow – decided a few years ago that in their opinion four-stroke scooter engines were the way forward and so development on two-stroke engines is so far behind it will need a lot of money invested to catch up.

To put the proverbial shoe on the other foot, if two-stroke development had continued instead, then the four-stroke engines would be thin on the ground due to lack of investment, presumably in the area of catalytic converters and fuel injection. Anyway...

London pollution

The advantages of the Powered Two-Wheeler haven't really sunk in at Transport for London either.

The poor Vespa PX (and certain Indian and Spanish produced Lambrettas) will fall foul of forthcoming legislation in the capital that will see congestion-busting owners of these economical vehicles being charged £12.50 per day to beat jams on their daily commute into London when the Ultra Low Emission Zone (ULEZ) is introduced in 2020. Scooters and motorbikes too new to be classed as 'historic vehicles' on the logbook, but too old to meet

Euro 3 emissions regulations, like my 1999 Vespa PX200 for example, will be hit. Strange that the exemption from the Congestion Charge, recognising the lower emissions of PTWs, will not also apply under the ULEZ...

New Lambretta?

Elsewhere a new 'Lambretta' scooter is being announced in May of this year apparently, this latest offering from the various businessmen behind the Lambretta Consortium directly, rather than something licensed (or not) by them as we've seen in recent years.

While we can assume retro styling, presumably influenced by the original Lambrettas of the 50s and 60s, mated with a modern four-stroke automatic engine, very little is known other than the name being L70, to mark 70 years of Lambretta in 2017 when we are told this new machine is proposed to hit the showrooms. I'm sure that the *Scootering* mailbag will be full of letters once the design is unveiled.

Andy Gillard
Editor

ABOUT THE EDITOR

Since half pushing, half riding his first Vespa 90 home in the 1980s, Andy has consistently had an unhealthy interest in scooters. Riding them for both pleasure and commuting ever since, he first contributed to *Scootering* magazine in the early 1990s, progressing from part-time, to full-time staff member over the years, and then became editor in 2003.

He's ridden hundreds of scooters, classic and modern, from a 50cc Lambretta Luna to highly tuned Super Monza, and a 1946 Piaggio prototype of the Vespa, as well as snapping the stupidly long forks on an old Vespa PX chopper in Weston-super-Mare back when he was young enough not to care. Today his PX200 is fairly standard, and his Li Series 3 is a parts guinea pig.

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NEW 150KPH RATED TYRES

As I reported in my review of the Milan Motorcycle Show a couple of months ago, German tyre manufacturer Heidenau have a couple of new products to launch this year. The new K80 SR tyre is specifically for scooters and has a new tread pattern, which with a soft compound for road use leads Heidenau to claim,

“an excellent straight line stability and line loyalty during rapid cornering”. They also claim the K80 SR has “great braking performance in both wet and dry conditions”.

They have now stated the K80 SR will be launched in the spring in sizes 3.50-10 (rated 59P), 90/90-10, 100/90-10, 100/90-12, 120/70-12, 130/70-12 and 120/80-12 (rated 65 M), with 90/90-12 being

prepared for the summer. The speed rating of this run of tyres is in response to demand from scooterists who want to ride faster than scooter tyres are usually rated – 3.50x10 often J rated, while the new P allows us almost 100mph, and Heidenau suggest their tyre development will continue to raise the speed rating further. Nice! www.heidenau.com

Andy

TESTED SHAD TOOL BAG

Reviewed by Andy Gillard

So what do you carry your tools in when you're out and about scootering? I've used various things over the year from cotton bank coin bags to 'Lambretta' tool rolls, as well as simply throwing tools into my toolbox and quickly slamming closed the door. The Shad SBT2 Tool Bag here though offers plenty of alternative options. Measuring about 31 x 15 x 8cm and with a manufacturer's recommended payload of 3.4kg, the SBT2 unfolds to offer all types of storage opportunity for a plethora of tools and other pieces you may wish to carry securely. There are zipped net pockets, elasticated restraints for

screwdrivers and spanners or similar to keep them all organised, and when packed it rolls back up, zips closed and has a convenient carrying handle too. It is a little too big for a normal Series 1-3 Lambretta underseat toolbox, but it will go into a Vespa legshield toolbox, both earlier small door Rally types and PX ones. Another nice feature is the straps on the back, so if Lambretta owners don't have an aftermarket legshield toolbox it can be secured to a spare wheel mounted there instead. Tidy! The RRP is a reasonable £22.41 and for more info and dealers visit www.shad.co.uk



DATE SET FOR NEW SIP WAREHOUSE GRAND OPENING

The grand opening of the new SIP Shop and logistics warehouse in Landsberg, Germany, around 1km from the old premises, takes place on Saturday, May 7, this year.

On the day 'Salvatore' will bake pizza from the wood-fired Ape, there will be the grand opening of their Italian 'Siperia' cafe bar in the new shop and free Dynojet

runs will form just part of the entertainment throughout the day. The Vespa Veterans Club of Germany, VCVD, Oldtimerfreunde Munich and guests from Austria, Italy, France and Switzerland are expected and a Vespa 400 Club from Southern Bavaria will be in attendance with some rare Piaggio cars from the 50s. Music will be

courtesy of DJ Leo Ernst (Atomic Cafe Munich) spinning rare soul vinyl and around 3pm they are planning a rideout to Landsberg downtown. SIP are so organised that in the event of bad weather forecasts an auxiliary date Saturday of May 21 has been pencilled in. For more details visit: www.sip-scootershop.com



OOPS

The owner of Carnaby Scooters is a Richard Cooney, however in last month's *Scooter* while reporting on their open day, we incorrectly named him as Richard Cotterill. Sorry Richard!

SCOOTERING 2016: FITTER, STRONGER, AND AN ALL-NEW WEBSITE TOO



Scooter magazine has an all-new website to reinforce online what *Scooter* has always done best in print. The revamped Scooter.com features the most up-to-date news, product reviews and events coverage, plus the world's biggest online marketplace solely for scooters and a practical 'Tech' section packed with useful info on how to maintain and improve your scooter. We asked *Scooter*'s boss-man Steve to explain without using a spreadsheet. He couldn't... so this is our interpretation of what he said: "Scooter.com already has the biggest digital audience on web, app and social media, but in the last few years, as more users view web content on smart phones and tablets, we needed a newer and slicker web platform that adapts to the device it's being viewed on.

"We used this as an opportunity for *Scooter*'s technical boffins to put more content on the site and respond to what

scooterists have been asking us for. The new website works equally well on computers, phones or even the latest smart TVs."

As part of this expansion we have also added some technical expertise to *Scooter* with the arrival of Dan Clare as deputy editor. Hi Dan, good to have you on board!

Dan is a respected authority in the scooter world; his garage has built dozens of award-winning scooters and he is known as one of a handful of 'go-to' engine builders in the UK. He also runs what is possibly the world's most respected classic scooter forum.

Working with *Scooter*'s editor Andy Gillard, Dan is now the official contact for anything editorial, whether news, new products or feature scooters. Dan is on: dan@scooter.com

Have a look at the new Scooter.com and watch out for some cracking competitions over the next few weeks.



SPIRIT OF 1966 RIDEOUT

Jonjo is 14 years old and an ambassador for The Bobby Moore Fund for Cancer Research UK. In April this year he is travelling to Germany to receive a full sized replica Jules Rimet trophy then walking and cycling back to Wembley Stadium to place it at the Bobby Moore Statue there for the 50th anniversary of 1966. He will arrive on April 10, 2016, and his last day is a 1966 Jules Rimet procession, just one of the challenges he does in memory of his Nan and Bobby Moore which has so far raised almost £250,000 for The Bobby Moore Fund for Cancer Research UK. Almost 300 scooters have signed up so far for the last part of the walk on Sunday, April 10, and hundreds of people are walking with Jonjo and he'd like

to both thank scooterists for helping him and also raise awareness about the event for others who may want to join in. If you're interested you can find more details on his website; www.fornannyandbobby.com



Editor: Andy Gillard
Email: editorial@scooter.com
Deputy Editor: Dan Clare
Email: dan@scooter.com
Publisher: Steve Rose

Contributors: Sargie, Dave Oakley, Joe Dick, Ann Murphy, Nik Skeat, Jordan Lewis, Adam Winstone, Olof Fransson, Simon Plant & Paolo Catani. We'd like to send many thanks to all other scooterists and clubs that have also contributed to this issue in some way or another.

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Designers: Charlotte Turnbull, Fran Lovely
Reprographics: Paul Fincham and Jonathan Schofield

Production editor: Dan Sharp
General queries and back issues:
Tel: 01507 529529 24hr answerphone
Email: help@classicmagazines.co.uk
www.classicmagazines.co.uk

Archivist: Jane Skayman

Tel: 01507 529423

Email: jskayman@mortons.co.uk

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Subscription manager: Paul Deacon
pdeacon@mortons.co.uk

Circulation manager: Steven O'Hara
sohara@mortons.co.uk

Marketing manager: Charlotte Park
cpark@mortons.co.uk

Publishing director: Dan Savage

Commercial director: Nigel Hole

Associate director: Malcolm Wheeler

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TRADE ADVERTISING

Gary Thomas – gthomas@mortons.co.uk
Tel (01507) 524004 **Fax** (01507) 371075
Advertising team leader: Martin Freeman
01507 529538, mfreeman@mortons.co.uk

ADVERTISING DEADLINES

The advertising deadline for the next issue of *Scooter* (April 2016) is Thursday, March 3, 2016
On sale in newsagents March 24, 2016

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The next free ads deadline is Wednesday, March 9, 2016

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TESTED

SPADA STAFFY WAX JACKET

Reviewed by Andy [Time on test: five months, Mileage: 2000]

There's no doubting that the current wave of nostalgia sweeping the nation has gone beyond classic vehicles and has now also infiltrated the clothes we wear driving or riding them. I'm not complaining though as this once more means that decent riding gear takes another step closer to suiting scooterists rather than just bikers.

Spada introduced their range of wax-cotton jackets in the early part of 2015, Hartbury for the ladies (reviewed issue 349) and Staffy for the men. Available in either black or brown dry waxed cotton – both with leather panelled shoulders – the outer jacket has waterproof lining and tartan inner lining for style, and there is a removable thermal lining too. Add to this four-piece CE protection at the shoulders and elbows, as well as a pocket for a back protector, and it ticks all the right boxes so far.

And the likes continue. The fit is good, very comfortable indeed, as well as being warm enough during this mild winter and almost even enough for that extremely cold spell last November which saw me riding 180 miles or so down to Warmwell in Dorset for the rally there. No it wasn't quite enough, but to be honest I'm impressed that what appears on the surface to be more

of a short distance fashion statement can actually do the mileage. The same goes for the waterproofness – so far so good, from showers to hour-long torrential downpours.

The central belt adds a nice retro touch, the cuffs have a couple of poppers for adjustment and there are pockets in the thermal lining for anything you want to protect from the weather while riding.

If I were to criticise the Staffy however it would be that the poppers for the external pockets (although thankfully not the central storm flap) don't all secure that well, and neither does the strap around the neck. Both in my mind areas that may have suffered with a little scrimping during production. That said, with a RRP of just £169.99 this jacket certainly doesn't feel as cheap as that, or indeed like some rival cheap brands that can be simply awkward to wear.

So if you want the classic look combined with modern rider protection, then the Spada Staffy is well worth checking out for size (which incidentally is Small to XXL). I've been wearing it far more than I thought I would over the winter months and have a feeling it will be worn a lot more during 2016. www.spadaclothing.co.uk



WIN 2016 BSRA RUNS T-SHIRT & PATCH!

Those kind folk at Crusader Merchandising have offered us five T-shirts and rally patches for the 2016 season to give away to five lucky readers in this easy to enter competition. The T-shirt is printed on a Gildan Ash grey shirt in sizes Small to XXXL and both they and the patches are available to purchase from their newly launched website www.crusadertshirts.co.uk or their eBay shop and of course from their stall at all the BSRA national scooter rallies this year.

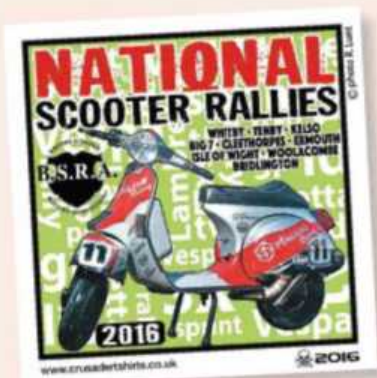
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TESTED

SPIDI H2OUT VENTURE LADY WP JACKET



Every year, all year round, I do a lot of happy scooter miles. I'm also the sort of person who really feels the cold, I mean really! In recent years there have been great advances in ladies' kit to the point where winter riding is becoming even more enjoyable.

This Spidi H2OUT Venture jacket is the most technical I have ever worn with multi layer design described by Feridas as...

EXTERNAL SHELL: Tenax polyamide with Tenax Flex stretches over shoulder blades for easier riding position. Inner mesh liner for sweat dispersion. CE Force Tech protectors kit for shoulders and elbows/ forearms. Optional back protector. Reflex areas. Optional safety lamp for night riding. Dynamic vents on sleeves, two vents on shoulders, two rear air vents to increase air circulation. Double windproof zip cover to increase efficiency of H2OUT membrane. Groin straps. Five pockets (two waterproof) and two waterproof inner pockets. Special stretches all along the torso area for increased female fitting.

2ND LAYER: A light H2OUT jacket, removable, with inner pocket and drawstring around the waistline. High collar protects against chilly air and water.

3RD LAYER: Insulating liner with aluminium inserts. Aluminium helps keep the body heat inside with minimal dispersion. With handy stretches around the waistline.

My first outing wearing this jacket was the ride to Warmwell Scooter Rally in November 2015. A late start on the Friday evening to ride the 180 odd miles to the Dorset coast meant it was already dark and cold and the roads were incredibly busy. Although traffic isn't an issue for scooters, filtering still adds to the journey time. There were a few patches of heavy rain as I neared the rally site, but nothing that fazed the Spidi H2OUT Venture jacket.

Although I was kitted out in thermals (as well as my regular clothes!) I was still pleasantly surprised how this jacket kept the cold at bay. The insulation layer incorporating aluminium inserts, a high collar and the specially designed windproof zip did the trick. Despite all the layers, the jacket weighs in at just 1.8kg so there is none of the fatigue associated with heavier jackets. The Spidi H2OUT Venture also has groin straps to prevent the jacket from riding up and exposing your lower back to the elements. The straps are completely unobtrusive and I forgot they were there. The CE Force Tech protectors provided sat in the correct positions for my shoulders and elbows and didn't move around thanks to the properly engineered armour pockets and the overall excellent fit. Together with the optional back

protector fitted, I felt very well protected. Great first impression for the initial 360 miles.

Since Warmwell, this Spidi jacket has been used on my daily commute, as well as local jaunts, so has clocked up well over 1000 comfortable miles. The jacket oozes quality and well thought-out design. I'll continue to add the miles to see how it helps me over the rest of the stormy winter months and onwards to the 2016 rally season.

In terms of fit, the Spidi H2OUT Venture is available in XS to XL which is comparable to size 8 as XS and so on. There are three colour choices – Black, Black/Antracite and Ice. RRP at £339.99 might seem a bit steep but a quick internet shop around showed this jacket available from around £250.

If you are doing the miles and want a top quality all-rounder, then compared to some cheaper alternatives, this is a great choice thanks to the well thought-out design giving stretch fit and comfort and should be an investment to give numerous years of service.

If you don't already have a back protector, the lady specific fit Optional Back Protector (Spidi Safety Lab Warrior Lady Protector Z64K-Single) is available at around RRP of £44.99.

Ann Murphy

NEW LAMBRETTA CHAINS

VE UK have added some new Lambretta chains to their range of spare products, as usual available at a friendly scooter shop near you. No brand name given, the options are 80, 81, 82 and 83 link in length, suitable for a variety of sprocket options depending on your choice of gearing, and of course designed for use in all Series 1, 2 and 3 Lambrettas of Italian, Indian and Spanish origin.

The RRP is either £26.40 or £27.77, depending in size, and for more details visit www.ve-uk.com



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FLYTECH FOR CLASSIC VESPAS

Pinasco, have introduced four new fitments for their Flytech ignition system for classic Vespas, available through UK importer VE (UK). The new fitments cater for owners of the Vespa Rally with Femsa ignition, SS180, GS 150, and the GS 160, adding extra reliability.

Pinasco's Flytech ignition system features "super light rotor with an internal steel bulkhead which protects both the magnets and the stator in case of crankshaft failure, ballasts that are machined from solid metal, not tubing, which have been balanced and zinc plated, a high density nylon cooling fan that has an enhanced fin profile aimed at keeping the engine cool even in the worst conditions, increasing air flow by 20% compared to a standard flywheel, die-cast aluminium stator plate features a graduated scale to allow easier setting of the engines ignition timing."

The new fitments join the existing range of Flytech systems, which are available for many models of Vespa including: PX125/200 (all variants), PK50 S/XL, PK100 S/XL, and PK125 S/ETS.

For more details visit your local dealer or visit www.ve-uk.com



LADIES & GENTS SPORT TOURING JACKET

New for 2016 from Italian clothing specialists Alpinestars is their range of Amok Air Drystar jackets, that will be available in both male and female (which they brand Stella) cuts.

Each version is design either for the male or female rider, but jointly this new sport touring jacket is "constructed from an innovative poly-fabric main shell that is highly durable and incorporates extensive mesh panels for interior ventilation".

The jacket features an interchangeable Drystar waterproof liner and thermal jacket so that the Amok Air can be worn in a variety of weather climates. It also features impact protection provided by removable CE-certified Bio-Air elbow and shoulder protectors (Bio-Air protection inserts are perforated to improve ventilation), chest and back pad compartments with poly-foam padding (CE-certified Nucleon protection available as accessory upgrade), pre-contoured sleeves with accordion stretch panels on elbows for improved riding performance, a rear compartment for addition of water hydration pack and hose (should you be tackling long distance with no stops planned, or riding via a desert!).

There are convenient storage options with water-resistant front cargo-style pockets and large rear utility pocket. Available in sizes S-2XL, for more details visit www.alpinestars.com

Andy



TESTED SPADA ENFORCER WP GLOVES

Reviewed by Andy Gillard

[Time on test: five months, Mileage: 2300]

Billed as a "full winter race glove", the Spada Enforcer leather gloves feature moulded black carbon knuckle sections, leather reinforcements on palm with keprotec inserts, Thinsulate thermal lining and claims to be 100% waterproof and breathable thanks to a Hipora membrane.

First impressions are a comfortable fit from the off, no 'breaking in' or stiffness to worry about. The Velcro wrist strap adjuster makes the fit snug, and the visor wipe on left thumb useful, if not quite as good as the ones Tucano use on their gloves. Far better than nothing however.

Unlike reviews you may have read elsewhere, I have actually ridden many miles in these gloves, including in the rain. Unfortunately, the first major downpour occurred

back in October on my 250 miles ride up to Bridlington, and while they kept my hands dry, once off the rain soaked them through via capillary action and they remained too wet to ride home in. They were however replaced under warranty and since then I'm pleased to report that the Enforcers gloves have kept the rain off my hands and their drying out time after a deluge is now as expected. They're not the warmest gloves I've worn over the winter months, but then I suppose that the 'race' tag in Spada's description doesn't suggest that either. For a glove with a snug dry fit though, they're doing me fine so far.

Available in men's sizes XS to XXL, the RRP of the Spada Enforcer is £64.95 and for further details visit www.spadaclothing.co.uk





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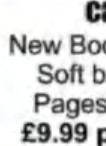
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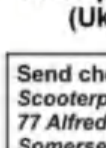
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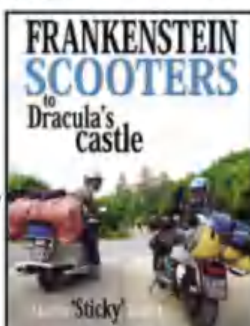
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This month we've been listening to...

Millie Manders *Obsession Transgression* (self released)

To the best of my knowledge, this is the first 'proper' release from widely touted South London 'rude girl' Millie. Mixing together ska, pop-punk and hints of jazz, this multi-talented musician/singer hits the ground at a sprint.

Opening with the title track, a full tilt pop edged ska-punk number, she sets out her stall immediately. Brass laden and with a driving skanking beat, it's an excellent start to her career.

Teddy, a tale of rejection as told from the rejected girlfriend's point of view comes next, and for me is the pick of the release and, from first hand experience, is the highlight of her live show. Featuring full on demented vocals which occasionally hint at early Siouxsie Sioux, it's another ska stormer with punk breaks. Getting more and more hysterical and discordant as the song progresses, it's one that'll stick with you.

The more laid-back Bacchus, an anthem to the pros and cons of a night on the alcohol, follows. A wailing sax adds a smoky nightclub feel. The final track Long Gone changes things completely; funk and soul make an appearance, with an almost Chic-like guitar picking it's way through the song. One thing that is apparent from this release though, is that there is a lot more to come from this voice, and the sooner it's out there, the better.



The Chords UK *Get Famous* (Epop)

This brand new four-track offering from The Chords UK offers three brand new songs penned by prolific songsmith Chris Pope, plus a blistering reworking of The Kinks' Dedicated Follower of Fashion. Opener Can't Let Go is a scorching slice of power pop, while title track is right up there with the very best of Chris Pope's output. Power-chords abound, with more hooks in the song itself than a boxers' convention. Turn Away Again, the last track on the CDEP, is a typical Chords UK number, fast, frenetic and furious.



Slim Chance *On The Move* (Fishpool)

Small Faces member Ronnie Lane's former band, Slim Chance, released a new record on January 8, the band featuring original members Steve Bingham, Charlie Hart, and Steve Simpson. Very much in the vein of Ronnie Lane's Slim Chance, the new album features covers of The Poacher, Ain't No Lady and Done This One Before, all written by Lane, and also Leadbelly's Duncan and Brady. There are 11 songs in all here, from accordion accompaniment to rock 'n' roll with slide guitar, and a little ragtime feel here and there. There is some great instrumentation, fiddles joining the electric guitars perfectly. On The Move sounds like a natural extension of the earlier incarnation of Slim Chance, their next album without much of a break, which is what fans will enjoy I'm sure.



The Filthy Six *Wanna Be Startin' Somethin'* (Acid Jazz)

You may remember The Filthy Six from previous releases on Acid Jazz, their 'version' of Get Carter being well worth a listen if you've not yet heard it. Anyway, their latest offering is a limited edition vinyl single with a cover of Michael Jackson's Wanna Be Startin' Somethin' as the A-side. Yes I kid you not. And it's actually much better than it sounds, although knowing The Filthy Six's back catalogue, I'm not that surprised. A prelude to their upcoming third album their dashing funk take on one of Jackson's finest will probably remain the dancefloor favourite it's apparently already become.

The flip side of this piece of vinyl is an extremely funky jazz-soul instrumental entitled Iguana Strut, which to be honest in my opinion should arguably be billed as a double A-side. Fast, intricate guitars, perfect brass breaks, and groovy Hammond solos all moving along to the steady drum beat that should see the dancefloor breaking into a sweat without question. Nice!



The Teenage Zombies *Zombified* (Western Star)

Inner city psychobilly zombies... remember the very particular kind of music that made you stomp back home drunk or in a herbally stupid state of mind after enjoying your mate's new psychobilly sounds? At the time these came in a circular shape of about 7in or 12in but you managed to convince them to tape it for you. And as you were hopelessly trying to head home, those new tunes were in your pocket and in your head, just like a zombie bite on your flesh, turning you into a zombie attuned to psychobilly stomping... Ladies and gentlemen, psychos and rats, prick you ears up for The Teenage Zombies!

Singing and banging you have Ginge, the drums being a very tasteful stand-up set composed of snare, bass tom and cymbals and that's it. Oh and he screams a lot, as if zombies were chasing him. One of the zombies chasing him is actually Phil on the double bass, slapping and yelling while staring at you with zombified angelic eyes, the double bass musically stomping and complementing the jungle drums that are by now banging your head from left to right.

And then to make things happen in a spicier manner Paul, the third zombie, devilishly strums his cranium cracker guitar with tunes that will induce you into a psychotic trance. The lyrics will either make you smile or run for your life. They are better than good, they are just what any decent psychobilly lyrics should be; scary, funny and don't forget f**king hilarious and full of 'I don't give a f**k' attitude too. In my book only an ol' skool psychobilly band can do this, as it takes ol' skool psychos to dream it, write the music and lyrics as those zombies do everything in-house. In fact all 12 songs here will make you stomp, laugh, and wanna be that younger kid again, back in the 80s. I cannot stop playing this album, the whole combination exactly the sounds I was missing for years, since those days as a kid. Their sounds are a breath of fresh air, just what the psychobilly scene needs to reset a few clocks to the right time and the right musical path.



Andy, Nik, Sarge, Mental Mickey & Sarge

Angelic Upstarts *Bullington Bastards (Boss Tuneage)*

Good old Mensi and the Upstarts, they've never done subtle and understated songs, always preferring to come straight to the point with their lyrics.

This approach is evident here from the off. After a great bit of early Eighties punk guitar introducing the album the vocals kick in with the catchy (if well worn) refrain of "Tories, Tories, Tories, out, out out", which coincidentally happens to be the title of the opening track. They're still the same anti-capitalist, anti-racist musical force that they always were then.

Twelve tracks make up CD1 of this two-disc treat, with titles such as Until Palestine Is Free, Don't Give An Inch, Reptile Rule and IDSS they're as politically charged as ever, and still giving the old school three-chord street punk that made their name a good work out.

Oddly though, it's the fairly melodic Streets Of St Pauli that is the stand out track for me. The singalong chorus lodges itself in your head while the tune does the unusual thing (at least as far as punk songs go) of getting your feet tapping. It's a million miles from Teenage Warning but it's unmistakably still an Upstarts track.

CD2 is a bonus reissue of their half of the Dirty Dozen split CD (with Crashed Out in original form) of about five years back. It continues the theme that they have set in stone, as a quick look at the track listings gives it away – Red Flag, Killing Machine, Nazi BNP – tell their own tale.

If old school punk with an admittedly very left wing kick is your thing, then you'll do an awful lot worse than to pick this album up, it's actually rekindled my old love of hard edged British punk, it's that good.

Also available on vinyl, but missing the tracks from the bonus CD.



The Riff *Take Over (All Systems Go Records)*

Take a very large dollop of Madchester, throw in a touch of The Kinks, a small element of early 80s Mod and you've got something quite wonderful.

Four tracks make up this debut release from promising new band The Riff, and each one is a winner in its own right.

Controller is a four on the floor stomper with soaring vocals and an incessant driving beat, while Don't Give It Away is slap in the middle of crowd pleasing baggy territory with its gentle picked guitar and keyboard line with long held notes over an understated bass line.

The oddly-named Treason comes next, its incessant Sixties-influenced guitar riff almost continuously looping its way through the song, before a big organ sound drops for the chorus – and then it's off again, before eventually leading into a proper 'wave your arms in the air' moment towards the end.

EP ender Do What We Do has it all. Sitar toned guitars bring back memories of hippy era Stones, but a driving rhythm brings forward a more British rock and roll slanted beat. As it winds down, there are suggestions of prog rock coming through before late 60s pop Mod briefly surfaces. All the time, the hedonistic days of the second summer of love come floating over the top. Absolute perfection.

All in all, quite an accomplished and promising debut from this Welsh four-piece, and with an album on the way, the world could well be their oyster.



Various Artists *Combat Cancer (Specialized)*

As regular as clockwork, the Specialized team get together some of the best unsigned and self releasing bands around and get them to cover a classic bands' material in the name of charity. In a change from previous years' takes on 2-Tone bands, they take a stab at one of the greatest bands to come out of the punk era – The Clash.

Over 70 acts from around the world have contributed this year, although unsurprisingly the focus remains on British acts. From Argentina's Crabs Corporation (who take on Ghetto Defendant) via Rude Boy George (Magnificent Seven) from the US, to German newcomers Wodka Trawolta (Coma Girl) and the French Mod-inspired French Boutik who not only take on the obscure B-side City Of The Dead but translate it into their native tongue (Cites de Morts Vivants), there is a truly international flavour to this four disc box set.

Given the roots of the Specialized organisation, it probably comes as no surprise to hear that the emphasis remains heavily on the ska end of things, but there are some wonderful exceptions – punk legends Anti Pasti are here, rubbing shoulders with musical eccentric Jona Lewis (whose take on The Gambler is an album highlight), Rat Scabies of The Damned and, given the status of the compilers, it's no surprise to find Clash member Mick Jones popping up. As has become customary, names from the 2-Tone days are in evidence, with Horace Panter and Lynval Golding of The Specials making valuable contributions with their respective recordings, and Big Jimmy Paterson, ex of Dexy's Midnight Runners, pops up to supply trombone on the Urang Matang version of Jimmy Jazz.

As has become the way with these albums though, it's often the lesser-known artists that are the real stars – The Splitters rip through Spanish Bombs, turning a personally favoured Clash song into something even better, The Talks are almost unrecognisable on White Man (in Hammersmith Palais), Complete Control becomes a hard-edged punk monster in the hands of Swampstomper and Addictive Philosophy turn the classic Career Opportunities into a romp, complete with samples, with alternate vocalist, the wonderfully named Alina Pendolina Airline (yes, that's her real name... a result of Facebook's recent clampdown on fake identities!) taking the lead. My personal highlight of the album though is Revolution Rock, which has been completely reworked into a Sixties brass-laden skanker by The Kingston Ska Orchestra.

As always, all these bands have given their time and effort for nothing, with all profits benefiting The Teenage Cancer Trust, UK Music Foundation and other charities. Well worth the investment.



Various Artists *Love & Affection: More Motown Girls (Ace)*

Plundering the Motown vaults for yet more unissued gems, and shining the spotlight on the female artists, Ace have released what is the companion collection to Finders Keepers from two years ago. Kim Weston, Martha and Vandellas, Brenda Holloway, Chris Clark, Barbara McNair feature among others. Although in the main previously unissued, all 25 tracks will appeal to anyone with a liking for the output of 60s Hitsville USA. Jewels in the crown for me are Barbara Randolph's take on the Isley Brothers' My Love Is Your Love, Lollipops Go For Yourself and Liz Lands early version of Midnight Jonny. Sixties Motown is like Marmite, I like Marmite!



Dave's Nostalgic Custom Corner



It wasn't all pop music and fashion in the 1980s – the Thatcher years saw widespread poverty and deprivation, particularly in inner city areas. This month the Nostalgic Corner focuses on a scooter with a social conscience...

During the 1980s we saw an explosion of scooter custom themes, nothing was sacred and the more diverse the subject the better! Of course there were still the old favourites of music/band and fantasy art related projects, but by the mid and latter years of the decade poignant social issues such as war, religion and even politics were taken on by the air-brush. One such machine that caused a thought provoking stir was a P2 Vespa called 'Living on the Breadline'. Through stunning lifelike murals on a sombre dark gun metal smoky base, it gave an insight into the poverty and deprivation that surrounded many inner city areas due to unemployment and homelessness. Now with new owner Matt it has been brought back to 'full fitness', and is once again ready to show our society isn't always a land of 'milk and honey'!

Owner's name: Matthew Haycocks

Hometown: Whitchurch, Shropshire

Scooter Name: Living on the Breadline.

Model: 1978 P200E.

Year originally customised: 1989.

Paintwork and murals: Martin Sparks, (Sparky).

The murals have been adapted from photographs from a book called Homecoming by Don McCullin.

Engine: Now Malossi 210 top end on standard 200 engine, JL exhaust.

Fabrication: Mostly by Pete Robinson 20 years ago, the back of the seat has been covered in a metal shroud and then engraved with a homeless couple on the streets. There is also a bumper surround, metal switch covers, floor plate and one-off horn casting badges.

Chrome/engraving: Pete Robinson.

When did you become the owner: I had been after it for quite a few years when in 2013 it was advertised within my price range, so I set off on the 500 mile round trip to Scotland to buy it.

When you got the scooter what condition was it in:

Apart from the outlining of the toolbox lettering the paint was still excellent. Some of the chrome, mainly the aluminium parts had peeled. The shocks had been replaced and the gold plated parts were now chrome. The standard indicators, headlight and rear light had been replaced for more 'pleasing' items.





What have you done to it since owning: I tackled relining the toolbox lettering, the hubs and backplate were sent to Quality Chrome for re-plating. The original kickstart had snapped so I replaced it, and then had the original engraving pattern matched by Don Blocksidge.

Do you still do the rallies: Yes a few, I prefer rideouts though and tend to leave most of the rallies to the scooter 'gurus', the Jacks brothers. Stu and Rob!

Favourite event ever: Good memories of Southport 94, mine and my mates' first rally! I remember we were sat outside for ages glued looking at the custom Lambretta Start Me Up. More recently I was at the Newark 30th Anniversary and it was great to see the fantastic new version of Start Me Up for the first time; what a bit of work!

Favourite custom scooter ever: Apart from Living on the Breadline, I've always liked the smallframe Rainbow Culture.

Favourite dealer: Beedspeed - always helpful and quick delivery, locally I use Barry Turner.

Anything else you'd like to add: I was very saddened when I found out the original builder Nick Stevens is no longer with us, RIP. I would like to think he'd be happy to know I'm keeping his legacy going, thanks for giving us such a fantastic machine.



THE SEVEN THINGS YOU MUST KNOW ABOUT SCOOTER ACCIDENTS...

The rules on making an injury claim changed on 1st April 2013 but there are still insurers and claims companies ripping off innocent accident victims. As a scooter accident solicitor for 25 years here is my essential scooter accident survival guide you cannot live without should the worst happen.

1

Do not ring your insurer....first!

Insurers only owe a duty to their shareholders to make profit. They know all about accident claims and will spot any opportunity to make money out of your case and this may be against your interests. Get even by calling an expert accident lawyer first for advice.

2

Never ring a claims company!

Claims companies only make money by either illegally selling your details to a solicitor or by taking money from your case. They cannot take your case to court as only a solicitor or legal practice can do that. If you call a claims company you are just giving away your money from your case for nothing.

3

No win no fee is good for you

Despite the press saying differently no win no fee means you will not face a legal bill if you lose and if you win you will only have to contribute up to 25% of your winnings towards your costs. This is a great system as your lawyer and not you is taking all the financial risk.

4

Do not feel bad about claiming

Insurance companies skillfully put out stories of fraudulent cases to make everyone feel bad about claiming. They do this to reduce the amount of claims and make more money for their shareholders. Don't be duped. If you have been injured it is your right to be compensated.

5

Pick your own solicitor.

Insurers insist upon you using their "panel" of solicitors. Why? Well most have a financial arrangement with them and chose them not because they are good but because they pay. They cannot insist on you using them so don't let it happen. Get your own lawyer who only has a duty to you not shareholders.

6

Think it's your fault...think again.

I have lost count of scooterists who have not claimed because they assume the accident was their fault as they were filtering, overtaking or riding in a group. Always check it out by getting advice from an expert. A call to me costs nothing and I am happy to talk it through even if it is just to put your mind at rest. Call me before giving up.

7

The three year rule.

When injured you must normally issue court proceedings within 3 years from the date of your accident or before your 21st Birthday if you had the accident when under 18. There are limited ways around this but it is always best to act quickly especially because if the police attended their vital report will be destroyed after 12 months. Act now!

What now?

If you, a mate or relative has been injured in an accident call me for free initial advice before you do anything else.

I guarantee to give you straight advice and do all I can to help you avoid falling into the wrong hands.



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Pictured here are Three Pears Scooter Club members presenting a cheque for £2000 to the members of West Mercia Search & Rescue (WMSAR). They also provided additional rescue equipment to the value of £500. WMSAR is a professional search and rescue team based in Shropshire, Herefordshire and Worcestershire that are on-call 24 hours a day to respond with the emergency services whenever a life is in danger. A big thank you goes to everyone who attended the Big Bash 2015 back in August and for helping us to raise this money.

ARAI IOMTT 2016 LIMITED EDITION

Arai and the Isle of Man races have a long standing partnership and part of it is the yearly introduction of a special, always limited edition, IOMTT helmet. Apparently, because of the relationship, only Arai may use the world famous TT logo as part of its helmet designs. Anyway, the new Arai RX-7V "with its revolutionary VAS visor system" was the choice for this special helmet. Italian designer Aldo Drudi designs these lids for Arai and as such certain details will always return in his IOMTT designs.



The famous three-legged symbol (the Triskelion) of course, but also the words 'Ellan Vannin' which is the Manx-language name of the Isle of Man. Also the well-known TT logo forms an integral part of this new 2016 design. The Arai IOMTT 2016 helmet will be handmade in a limited production run. After these have been made, no more IOMTT 2016 helmets will be produced. The very first IOMTT 2016 helmets will be available in the Arai village on the first TT practice day on May 28 at the Isle of Man paddock. From then on, it will be available through European Arai dealers.

SNAKE PASS CHALLENGE

Do you own a Lambro three-wheeler or pre-Li model Lambretta (open frame, LC or LD) and fancy a challenge? Kev Walsh is organising a Sunday Run from Mike Phoenix Scooters in Denton, Manchester across the Snake Pass (A57) to Armandos Scooters in Sheffield in memory of Mike and Rachel Karslake, inspired by Mike's love of three-wheelers and older Lambrettas.

The date is Sunday, July 24, Mike will be down at 9am for those taking part with complementary snacks offered apparently, with the ride setting off at 10.30am. At the other end will be a ridden custom show, more free food, music and Armandos shop open day. If you ride the whole lot, signing on at both ends gets you a souvenir legshield banner, and for more details call Kev on 07966 265588 or email him on lcgb2@blueyonder.co.uk

VESPA PK CASINGS

The Vespa smallframe is growing once again in popularity in the UK, something that never really diminished elsewhere in Europe. Unfortunately though these workhorse scooters tend to get abused to the point where there is little left to play with, hence the need for new engine casings for tuning. That and the fact that the older smalls' engines aren't really up to fire-breathing either.

For these reasons SIP Scootershop decided to manufacture a new and revised smallframe crankcase based on the later Vespa PK engines. Developing these motor-casings over three whole years SIP tell us, "Alongside the enormous financial investment in completely newly designed casting forms the whole project also cost hundreds of hours in the workshop, mountains of grey hairs and countless litres of strong coffee."

They continue: "The new motor-casings required extensive testing. As well as the race-circuit, street use and performance testing conducted by our team, an external testing agency was also contracted and they tested, tested and tested!"

All of the internal components are taken from the PK models and intended for them in terms of the case. The transfer ports correspond with the originals but they have been enlarged on the front and rear of the case and the case has been strengthened. The cylinder gasket surface is extensive on both halves, the intake has more material and utilises the three-hole fixing. The flywheel side has changed cable guidance and the lower case screw connection has been offset externally for crankshafts with a bigger crank-web diameter/stroke. The disc valve sealing surface is bigger and therefore offers the possibility of extending/changing the intake times.

The gear axle(-arm) is positioned in a bush which can be exchanged, the primary drive's bearing seat has the 57.5mm diameter in order to be able to use all primary transmissions repair kits and internally, the crankcase also has additional reinforcing while the swingarm is designed for using both 3.00 and 3.50x10 tyres.

The price for all this is about £370 depending on exchange rates, which doesn't seem so bad for a completely new and uprated engine casing, and for more info visit www.sip-scootershop.com

Andy





Roads to Ride

At over 1200km in length, the Rhine (or Rhein in German) is Germany's longest and busiest river, flowing north and east from the Rheinwaldhorn Glacier in the Swiss Alps to the North Sea in Holland.

The Middle Rhine (also known as the Romantic Rhine) is about 100 miles long and is one of four sections (High, Upper, Middle and Lower) of the river. Having ventured along various parts of the Dutch Rhine in the past by scooter, the location of the EuroLambretta in recent years had given a good excuse to explore the Middle Rhine, something I've done more than once now in different directions with different groups of friends.

In fact the upper half of the Middle Rhine (Rhine Gorge) from Bingen to Koblenz became a UNESCO World Heritage Site in 2002, so what more reason do you need to be riding a scooter this summer other than to explore such a beautiful location?

While the city of Köln is part of this section, the Bundesstraße 9 (B9) we're following here gets much better south from Bonn. It then follows the west side of the river all the way to Bingen. With the river on your left, the road changes at times from single track through towns and villages, to dual carriageway, but even at those less glamorous points it is possible, if you so wish, to explore the town it is bypassing, and take in more scenic views along the valley in which the Rhine flows. A good example of this is Remagen where, during the Second World War, the Allies

managed to cross the river after the failure in Arnhem. In fact when the Americans arrived in March 1945 they were surprised to discover the last of 22 road and railroad bridges over the Rhine was still standing after German defenders failed to demolish it, and were subsequently able to capture the bridge. Destroyed a few days later, the bridge towers still stand on the western side, and a museum is housed there too.

Back onto the B9 and your eye is constantly drawn between river and hilltops for views to admire. Birds of prey flying above, giant cargo boats negotiating the river, castle tops appearing behind trees, along with plenty of period architecture from over the centuries. Even the train lines follow the river here, such is the importance of this route.

Aside from sight-seeing, there are plenty of places to stop for drinks, snacks or full-on meals depending on the time of day and urgency of your journey. The medieval towns tend not to have much parking in them, hence another reason why scooting is such a benefit over those stuck in four-wheeled tin boxes. Coffee and ice cream by the riverside in the sun is not to be missed. And if you want to stop over, there are plenty of hotels along the way to rest your head, although previous experience suggests that even a party of six looking for accommodation

with secure parking for scooters might need to book in advance. Alternatively, I've also camped along the Rhine, often managing to find space on spec, which not only offers the best views possible for a local German lager late in the evening, but campsites in Germany usually offer good facilities at a very affordable rate too.

At Neuwied just north of Koblenz, is your first bridge across since Bonn, but there are ferries to get you to the other side should you desire. I have – it's all part of the holiday fun really.

Heading south from Koblenz there are apparently more than 40 castles and fortresses from the Middle Ages along with vineyards which together helped the region be awarded its World Heritage status.

From there the B9 leaves the river but I can also recommend that you follow the signs to the beautiful city of Mainz, also on the Rhine, which is a more than worthy end to your trip should you decide to veer off elsewhere from here on.

Finally, if you have any issues during your journey then there is Scooter Center in Köln just to the north of Bonn, and Worb 5 in Koblenz who have both helped our parties out in the past with spare parts and service to keep the scooters on the road. What more could you wish for?

Andy Gillard

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Scootering Oddballs

The page where we take a closer look at the anomalies of the scooter scene...

Prototype and racing Vespas

Last year the Vespa Club of Britain were offered some old photographs for their archives, a donation that they gladly accepted. As it turns out, these were more than your average vintage Vespa photos...



Douglas connection

Mrs G Roy's late father, Derek Slater, worked for Douglas Motorcycles in the 1940s and 50s. Based in Bristol, Douglas were not in great health as a company after the Second World War and it is said that it was while on holiday in Europe that its managing director Claude McCormack

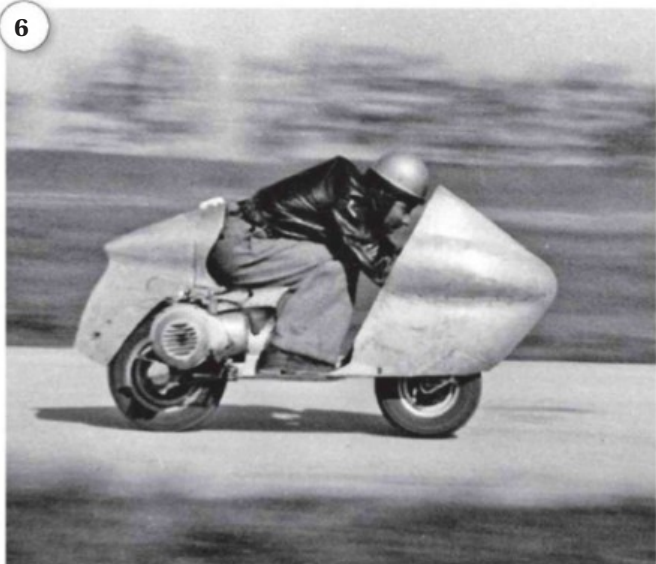
first saw Vespa scooters and decided to learn more about them.

In late 1949 Douglas displayed some rebadged Italian built Vespas at the Earls Court Motorcycle Show in London, prior to production starting at their Bristol factory in 1951 following a licensing agreement with Piaggio of Italy who created the

Vespa scooter in 1946. In the intervening months, the West Country motorcycle plant was modified for scooter production, new tooling brought in, local suppliers sourced (Smiths speedometers, Amal carburettors, Milvertons seats for example), and staff sent to Italy to learn all the intricacies of Vespa production.



6



7



This is where Derek enters the story. In 1950 he was sent by Douglas to Italy, to the Piaggio factory in Pontedera to study the development of the Vespa and return to Douglas in England with all the necessary information. While out in Italy, it seems that Derek and his colleagues were shown everything about the Vespa and more by the people at Piaggio, no doubt keen to show off the new brand and relatively new concept. Remember, the first Vespa only hit the streets in 1946.

So what do you do after showing a licensee the latest model, how it's produced, and other such mundane things? Well you lay on the wow factor and tell them how good your product is, which in the case of the Vespa it seems meant rolling out not only various sporting models, but also a rare prototype – so rare, I'm not sure I've ever seen pictures of it before!

Showing off

So what have we here then? Photograph 1 we assume is Derek as the letter states it includes a picture of him on a Vespa, the model being a current production Vespa 'low-light' of 1950. Photo 2 could also be Derek, sitting on the same (or a similar) scooter, this time up in the mountains judging by the snow. It is not unreasonable to believe that Piaggio took their clients out on a trip to show-off their Vespa scooters, allowing them all to ride one themselves.

Racing

Photographs 3, 4 and 5 is where it starts to get really interesting – for me at least! What we have here are two competition Vespas lined up for what appears to be a road race of some sorts. Now the observant among you might think that number 34 bears a striking resemblance to the 125cc Vespa that took no fewer

than 17 world speed records at Montlhery in France in 1950. And you'd be right. Except that while it is similar, cross-referencing it to period photographs of the Montlhery session suggests that the model pictured here as number 34 is slightly different visually. However, while the scooter was expected to circumnavigate the banked circuit in France for hours on end, one can only assume that practice was required and the photographs here are of one of the many street races held in Italy at the time that would have been perfect for Piaggio to hone the scooter's potential.

As for number 36, my guess is that the engine was probably of a similar spec to that of the Montlhery streamlined racer yet without the fairings, either as a development engine for that or a pre-fairing version of the 1950 factory Circuito racer that was designed by Piaggio with a riveted 'Duralumin' chassis and high-performance 125cc engine with the carb situated directly on top of the engine, as well as the large megaphone exhaust.

Rarities

Photographs 6 and 7 get the anorak juices flowing, both of these scooters to the best of my knowledge, prototype racing models. The fully faired machine again looks like the Montlhery record breaker but with no

windows in the front fairing or hinge pieces, a smaller, sharper rear end, no visibly central fuel tank, and no obvious megaphone exhaust. The other scooter looks more like the 1949 Vespa Corsa, possibly with larger 10in wheels (or even bigger) and a larger central fuel tank too. Also worth noting are the rear sets and far back seat to help the rider crouch down.

Prototypes

Finally, photographs 8 and 9 depict what is probably prototype Vespa scooters that I've never seen before. Both have a large, one piece front end to offer the rider far more weather protection than before – one with the added bonus of an integral screen – a very interesting concept considering at the time Innocenti were still persisting with their open frame Lambrettas with just a token gesture half legshield at the front.

Also interesting that this style of scooter was adopted later by Maico for their Maicomobil along with some other German and French manufacturers, but it never really caught on. Anyway, that's as much as we know. I've contacted friends at Piaggio in Italy to try and discover more – as well as research all my old Piaggio books – but have so far not had any luck. I wonder if any readers out there can shed any further light on these Vespa oddballs?

Andy Gillard

8



9





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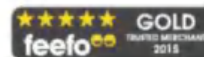
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Date shuffling?

Has anyone else noticed that in the so-called rally season, the first three rallies of the year, Whitby, Tenby and Kelso are in the coldest, wettest months, March, April and May in the coldest, wettest parts of the country, Northern England, Wales and Scotland. Then in the warmest, driest months, June, July and August, the rallies are in the warmest, driest parts of the country, Kent, Devon, Lincolnshire, Isle of Wight and Southern England.

Why not have Whitby in June so you can travel there in hopefully decent weather. A good run to Wales or Scotland with the chance of not getting soaked to the bone in July or August. Yes, I have warm clothes and waterproofs but it's getting crap going to the same places at the same time of year in the same shitty weather. Easter, Scarborough 2017 booked in already. See you there.

Peter Hewson, Carlisle



Helen Steenson RIP

The Rakes Epping Forest Lambretta Club are sad to inform you of the death of Helen Steenson. Helen became a club member some 48 years ago, one year later she married fellow Rake Colin, they have been happily married for the last 47 years and were both very active club members, attending rallies and events. More recently Helen has been club secretary and Colin chairman.

Helen will be missed by all of us.

This photo was taken on the Isle of Man 2003 LCGB rally by Eric Hayhow, collecting fairy coins from the fairy bridge – a lighter moment in a busy weekend (from left to right; Paula Hayhow and Shelia Meads from Luton LC, Helen and Colin Steenson 'Rakes' Epping Forest Lambretta Club).

Christine Jackson, Rakes press and public relations officer

Stolen Lambretta LI150 Golden Special

I had my Lambretta stolen December 21-23, 2015, and I wondered if you would put an article in the next edition of your magazine. It was stolen from my garage in Sandon, Staffordshire, it was chained to a full wheelie bin at the time and the thieves took the whole lot.

The registration number is ECR 37C. The frame number is 150LIS249552. Engine number 150LI771869.

It has been gratefully shared on Facebook by people all over the country but so far, no luck.



A red Astra estate car (old type) was seen behind the garage and parked up near our house and I am certain this is key to the theft. I think whoever had seen it in the garage must have then come back with a van, it would have taken three or four people to lift it.

There is a reward of £4000 for its safe return.

Regards

Glenn Hulse (07738 299766)

My Misery

Your photograph of a collapsed Lambretta (October edition) reminded me of my first scooter. That was a LD150. I bought it when I was 15, so that by the time I was 16, I would be used to it. Also I added a few chrome accessories. As you did in those days – 1969.

I had been to see my girlfriend in Ringwood, and on my way home I had to climb up Crow Hill, which is quite steep. The old LD lights were hopeless as the slower you went, the dimmer the lights were. I was just gathering speed when 'bang', I hit a cow.

The handlebars as shown in your photo, were also bent right back and almost touching the seat. Not through any rust, just the impact.

The cow, which was one from a herd, which had escaped a farmer's field, by pushing through the fence. It just walked off but I ended up in hospital.

It was not the law in those days to wear a helmet. That night, fortunately, or some may say, unfortunately. I did decide to put it on, probably as it was cold.

I inquired of a local solicitor if I could sue for damages but he told me that a farmer cannot guarantee their fence against a herd deciding to break through.

I found out later that the solicitor was a friend of the farmer.

I then bought a LI150 and exchanged that to use as a deposit on a brand new SX200. Sadly that had to go, as I needed a car for my job.

Now I have a Piaggio B500, bought in 2003, new. I have added a few bits and pieces to that.

The difference between the late 1960s and now, is the amount of traffic. Drivers, who are not bikers, never seem to see us!

Richard F Grant, Burley (New Forest) near Ringwood, Hampshire

CLUBS

Aberdeen Classic Scooter Collective, A collective for classic Lambretta/Vespa and other scooters. www.facebook.com/groups/AberdeenClassicScooterCollective or contact Johnny on 07825 068448

Movin' Targets SC, Bangor, County Down, meet first Monday of month (excl Bank Holidays), The Hop House (Bangor). Tel. Fields 07966 613565

Buzzard SC, Leighton Buzzard, Bedsmeet at midday every Saturday at Ollie Vees Retro Cafe, Leighton Buzzard LU7 1EU. Very social club, regular ride outs/rallies at the weekends. Tel. 07719 01861. www.facebook.com/groups/BuzzardSC



Oddball LI150 Special

Please see attached photos of my LI150 Special. I have never seen another one before your article (*Scootering*, January 2016). I was beginning to think that it had been built from parts lying about the shop it had been bought from! I have owned it since 1983, still all original parts but could do with a restoration. The frame number is 775xxx. It has push-in fork buffers, alloy wheels and hubs. The original seat cover (long gone) had innocent stitched into back of seat rather than a badge.

Hope that this information is of some interest to you.

Ronnie
Aberdeenshire

(Thank you for your email and for sending the photographs too. Yes it looks like you have one of the rare Lambretta LIs as well. It's a good job you didn't follow your feelings and try to undo the factory bitsa back in the 80s! – Andy)

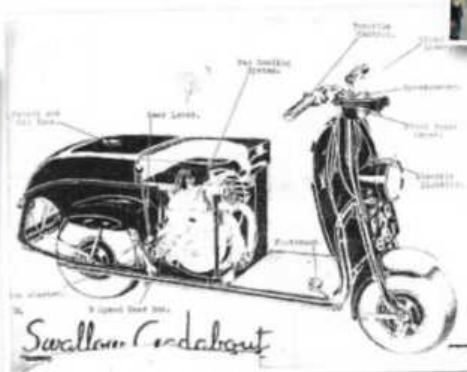


Swallow Gadabout

I had to go to the doctor's the other day and came across your magazine which I could not resist reading as I had a scooter called a Swallow Gadabout. I have enclosed pictures and a copy of the manual about my scooter which my late husband bought for me.

I believe it was made in 1948 and my husband bought it second-hand in the late 1950s, early 1960s. Would love to see my scooter, obviously with me on it, remembering many happy memories of times gone by.

Ann Hamerton, Poole



(Hello Ann, thank you for your letter and sending in those wonderful photographs. The Swallow Gadabout was a British scooter produced from November 1946 until 1951, so it arrived just after the Vespa and beat the Lambretta to the showrooms. However the Swallow Coachbuilding Company was sold to Watsonian who continued the name for sidecars only, so that was the end of that – Andy)

One Direction?

Howdooz to all ye of scooterthing clan! Something I've been meaning to put pen to paper on for quite a while now.

Just taken a Pirelli tyre off front of my Gilera Runner (still enough tread in centre for MoT but sides getting a bit thin (and therefore wheel/tyre out of shape) this tyre has direction arrows i.e. wheel orientations for use on front and back; the Sava tyre I've replaced it with only has the One Direction Arrow (rotation). Another quick ganders on my Lamby that's still got a Michelin Dexter on the front also One Direction (rotation arrow). I tend to use tyres with plenty of tread, S1s or any other slicks would just be too slippy for me with town and country travels! Cow pies and mud even before attempting off-road antics!

On the Sava I've noticed now the tread pattern is facing the opposite way to the Pirelli and if my memory's right the guy that fitted it to the wheel put it on the way he thought was right rather than using the rotation arrow, so I had to get him to take the wheel off to ensure the direction arrow was going to be coordinated to the movement of the bike. Quite relieved my runaround has

got the bigger 12 and 13in wheels but the 10in even with wide rims or 100/90 variation you need all the grip you can get! Is this a manufacturer fault? Can send you digi-pictures if you are baffled about what I'm barking on about! Sorry if you've already covered this! Been meaning to pop along with all my old rally piccies to your magazine office for quite a while now but never got round to it!

Nathan

(The important thing to remember when fitting tyres is always go with whatever the manufacturer recommends on the sidewall with regards to direction, no matter what your tyre fitter thinks looks the best! Some tyres have no direction arrow, like the traditional block tread type. Semi-slicks generally have one directional arrow on the sides showing which way to fit them, but some tyres have been designed to be uni-directional depending on whether they are fitted to the front or rear of the scooter – Continental make one – designed to work differently depending on load etc. – Andy)

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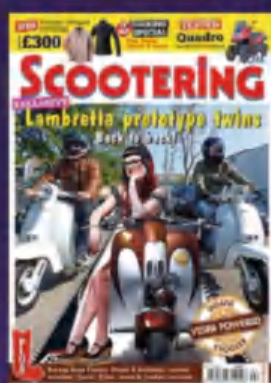
Andy

Andy Gillard
Editor



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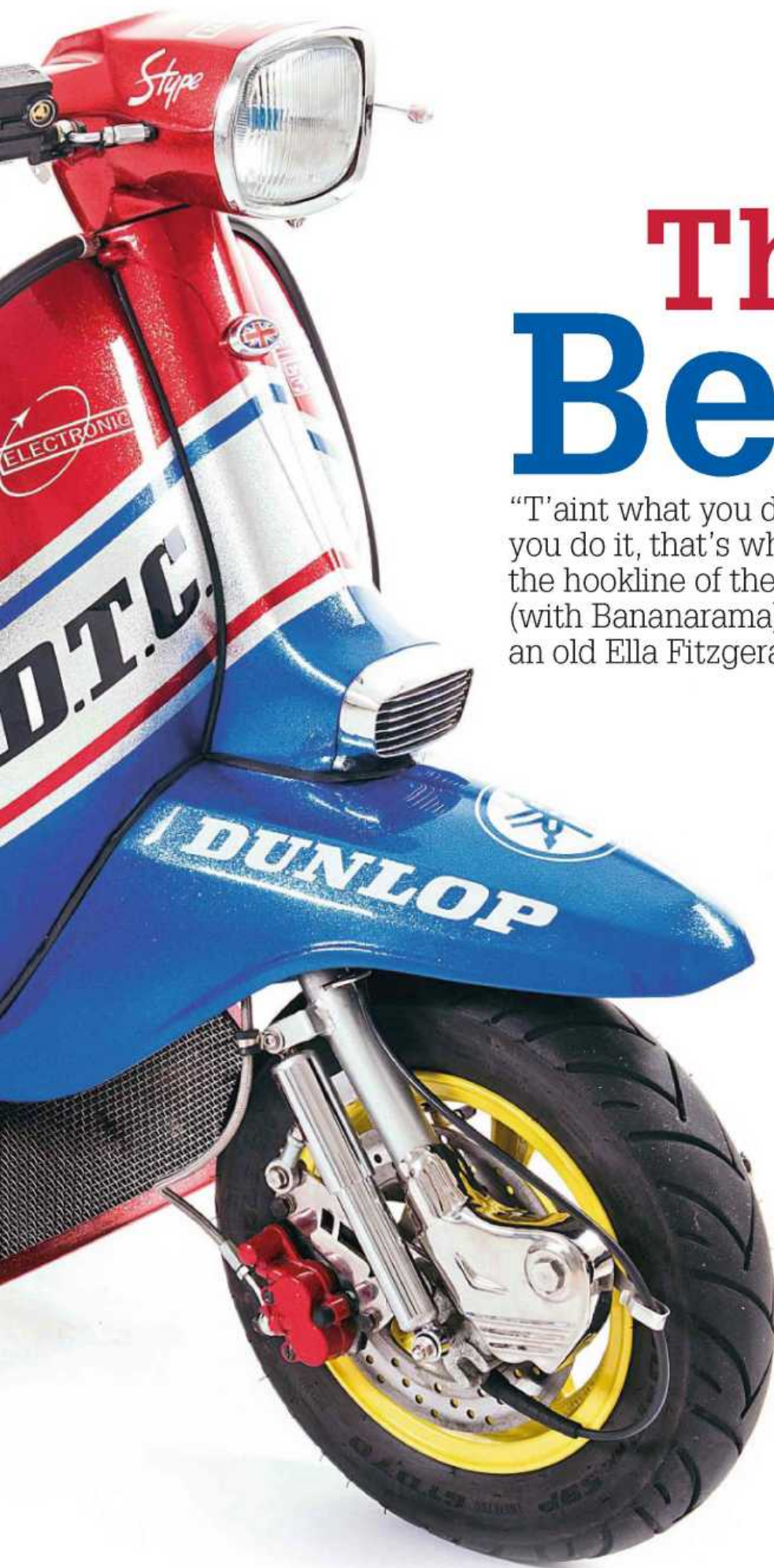
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The Beast

"T'aint what you do, it's the way that you do it, that's what gets results," goes the hookline of the Fun Boy Three (with Bananarama) revamp of an old Ella Fitzgerald song.

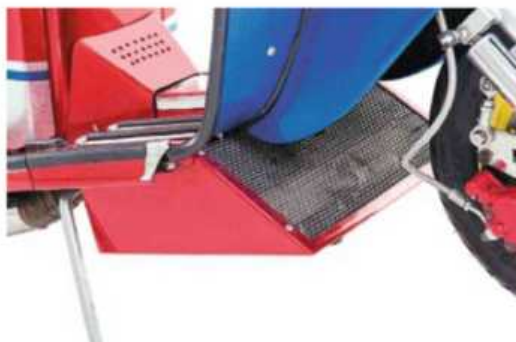


The sentiments expressed in that 1980s hit apply in abundance regarding the creation of Stephen Holt's Lambretta bodied hybrid. Experiencing a terminal twisting of the crankshaft in his 250 Lambretta at Scarborough rally 2013 was the point where his quest for a more reliable engined scooter was hatched. Despite being skilled on the mechanical side of things, stripping the engine down, outside his digs, in an attempt to find and fix the problem was, this time, a fruitless exercise. Reluctantly admitting defeat, he, his wife Jane and the non-running Lammmy were recovered and rescued by a breakdown truck.

"My GP RB 250 developed a misfire on the way to Scarborough, probably due to me over revving it in one of the low gears on the way there," he said. "I didn't want to stop in case I couldn't get it going again, which turned out to be the right thing to do. After booking into the hotel, it wouldn't start up. It was freezing cold that weekend, it did everything except snow! I thought I'd strip it down and see what the problem was, and try to fix it.

"After discovering the crank had twisted, I conceded I was beaten this time, and took the indignity of getting home in a breakdown truck. The only damage that scooter sustained was a twisted crank, nothing else thankfully and luckily. After taking the crank back to Rayspeed and having it rebuilt, I got a new piston at the same time just to be safe. Incidentally that GP hasn't missed a beat since it was back on the road. While travelling

Right: For a high-revving two-stroke motorbike engine that's used to being housed in an open frame, you need to think seriously about cooling when hiding it under Lambretta panelwork.



SCOOTER DETAILS

Owner: Stephen Holt

Age: 49

Job: Driving instructor

First scooter interest: 1979 with the Mod revival and that film.

First scooter: Aged 13, a Vespa Rally 180 I used to ride on the old railway lines. First on the road was a SX150 when I was 17.

Favourite model: GP or any Series 3.

Favourite style: Streetracer.

First rally: Clacton '84.

Favourite rally: Scarborough.

Most useless scooter part bought: Stainless wheel rims, threw them away when I saw all the cracks.



“Transplanting an engine isn't the hardest part. Getting gear changing, steering and other essentials to work can be insurmountable problems to solve”

back to Hull from Scarborough I decided I wanted a bigger more powerful and reliable engine but still wanted the scooter to look like a scooter. Once I got the idea, I began researching, obviously the Rossa Yamaha engined Lambretta of the 80s was a major inspiration, as I decided to build my own take on them.”

The late Alan Rosser came up with the idea to fit a Yamaha YPVS 350 LC engine into a Lambretta frame, retaining as much of the bodywork and panelling intact as was possible. Following the initial prototype, which was created in the late 1980s, nine Rossa Lambrettas were built, with several more sold in kit form.

One of the few remaining original Rossa Lambrettas is owned by one of the Aldershot A5 Scooter Club. As to the whereabouts of the prototype, currently that is a mystery. Of course, even when the Rosser Lambretta was launched, it was nothing particularly new, fitting motorcycle engines into scooter frames had been practised for some considerable time before. And indeed since too. Transplanting an engine isn't the hardest part of the exercise. Getting essentials such as gear changing, steering, wheel alignment among others to work efficiently often prove to be insurmountable problems to solve.

For his project Stephen spent the first few months researching. Particularly helpful was, the now defunct, Series 6 Scooter Forum. Also he communicated with one-time Alan Rosser collaborator Frank Sanderson of Lambretta







SCOOTER DETAILS

Name of scooter: The Beast

Model: Lambretta GP

Inspiration: Scarborough 2013 I twisted the crank in my 250, had it in bits outside the hotel trying to fix it, had to give up in the end and the wife, me and the scooter came home in a breakdown truck. I decided I needed a bigger more powerful engine that would be reliable.

Built by: Me.

Frame: Front half is a new Indian frame, rear is the engine cradle off a Yamaha 350lc, I moved the rear brake pedal peg forwards and turned the pedal around to leave room underneath for my two radiators and fan. Rear shocker mountings were a little bit of guesswork and had to be altered after road-testing, the frame loop is off the new Indian frame, but I split it down the middle and made it wider, also moving the numberplate section farther back to allow room for the wheel. The panels are wide as well, as the Yamaha engine is very wide. The rear running boards had to be cut, and I made my own bridge piece which covers the exhaust downpipes.

Specialist components: Nearly everything! Main parts are two fuel tanks, radiator mounting box, rear suspension, rear hub, chain tensioner, LED lighting, warning lights, fuel sender in tank, fuel gauge and temp gauge in toolbox, discs front and rear, both wheels are tubeless (front is a standard size tyre on a ScootRS disc and alloy wheel, rear is a 120-70 10 tyre on a converted Yamaha Bwiz front wheel).

Engine: Yamaha 350lc non powervalue rebuilt by me, rebored 66mm pistons (374cc), new head opened out to match pistons and has 1.25mm squish and O-rings so no gasket needed, welded crankshaft, Banshee reed valves fitted and inlets ported to match, high capacity water pump, reconditioned oil pump, rewind stator plate, Pro-Shift kit fitted which makes gear-changes easier, new clutch, Micron exhausts, standard Mikuni carbs upjetted.

Speed: Been clocked cruising at 85, I'm sure it will go over 100!

Reliable: Yes, since I had the stator rewind.

Paintwork: I prepped it myself, my son Adam also did some prepwork, it was painted by a friend of mine called Andy McIvor of Kintech. It's all done in House of Kolor paint. Andy also did all the artwork with airbrush then laquered it. We wanted our own take on the dtc theme, hence the Yamaha logo on the front mudguard instead of the Yorkshire rose.

Powdercoat: Kintech.

Hardest part: Getting everything to fit without scratching it, getting exhausts to fit nicely without cutting them. Electrics were not easy, but it all works now.

Best advice: Take your time, ask advice, measure twice cut once.

Anything to add: Miles.

Favourite dealer: AF Rayspeed, Kintech.

Thanks: Andy McIvor for the powdercoating and painting, and my wife Jane for putting up with me going in my garage all the time, and spending our money on scooters.



Innovations in Lancashire. Frank has been creating all manner of automatic and/or motorcycle engined Lambrettas for some time. He also has had both considerable input and involvement in developing Scomadi Lambrettas. Once armed with the necessary knowledge Stephen set about sourcing the required parts. Using a well known auction site, a brand new Indian GP frame, and a half were obtained. These were followed by a Yamaha engine cradle (part frame), and finally a 350cc Yamaha engine, which came fitted to a Go Kart.

"I sold the 'Kart on, minus the engine, fairly quickly. The Indian frame was new, it came without any numbers, the lad it came from supplied a half frame with a number, which was helpful when the time came to get the Beast registered. Rob Skipsey, who lives the other side of Hull to me, sorted out all the registration requirements. I carried out all the work on the scooter myself, including the total stripping down, overhauling and rebuilding of the Yamaha 350 motor."

For an overview of what has gone into creating the scooter that Stephen has christened The Beast, see the spec sheet on page 35. More in-depth specifics regarding the physical building of The Beast are detailed on page 37.

"Preparing the frame, bodywork and panelling was also done by me, with some help from my son Adam. The intention was always to keep the scooter as standard looking as possible. Which is why the

first idea for paintwork was to go for an AF style. In either metal-flake and metallic. As I got further into the build stage the first idea for paintwork was discarded; for a while I was toying with the idea of having vreeble paint.

"After lengthy discussions with Andy McIvor at Kintech, I settled on a Down Town Custom (DTC) clone, but with a few subtle changes. Instead of the Yorkshire rose, a Yamaha logo, and a Lambretta logo on the side panels. On original DTC scooters, the line between the red and the blue metal flake was white, on The Beast it's silver instead. It's more of a homage to the DTC scooters than a copy."

Once one or two niggling initial teething troubles were resolved, The Beast is now up and running sweetly. Is there anything else to add apart from miles? "I wasn't planning on having a rev counter, but the practicalities of how it runs have meant a rethink on my part. I'm looking at getting a lighting set-up for the handlebar gear change too, as with six gears on the Yamaha motor it's not too easy or straightforward to define which gear it's in when it's running"

Back in the day, scooters that had many changes from standard was often referred to as Specials, like the Fun Boy Three, whose hit single is mentioned at the start of this feature, I'd say The Beast is more than Special.

Words: Sarge

Photography: Joe Dick



BIRTH AND BUILD OF THE BEAST

Physically building The Beast in his shed took Stephen a lot of time and indeed, at times, a degree of trouble too. What were some of the multitude of things required that retrospectively stand out as real achievements in creating this scooter?

"Once I had the frames and the engine it was a case of getting the design right so the front and rear wheel lined up. Firstly, it had to have 10in wheels, I don't think any scooter (with a motorcycle engine) looks right unless it has scooter wheels. Using a front wheel off a Yamaha Bwiz, fitted with a 120/70/10 tyre, which puts more rubber on the tarmac, on the rear, I modified a new Yamaha swinging arm by cutting it and re-welding it. Wheel diameter meant there was a small amount of clearance between the tyre and engine, I allowed one inch for tyre expansion when it gets warmed up.

I assembled the front end complete with forks and wheel to ensure the wheels were aligned. There was quite a bit of modification needed to both the Lambretta and Yamaha frames.

Where I wanted to run the exhaust systems meant I had to make a bridge piece. When I had The Beast as a dry built rolling chassis, I worked out how and where the fuel, and water (for the radiators) tanks were going to be. I made a template up using cardboard and gaffer tape, then fabricated the tanks from steel. Once I'd tacked them up I then TIG welded all the seams. Getting the fuel filler to line up properly was quite difficult, the filler and fuel cap came from an old Mini car. The water tank filler is more or less next to the fuel cap; highest point and let gravity do what it does best being the theory I used

there. Getting the shock mountings in the right place was trial and error. There's lots of one off parts and specialised items that were either made or modified to fit. A few niggling problems I had to deal with were the clutch. I fitted a brand new clutch unit, it felt a bit heavy to use and to operate. I took it out and found it had longer, stronger springs than those on the clutch that was originally in the engine when I obtained it.

After tracking down the right springs I fitted them; that solved that problem. It now very much feels like a well set up Lambretta clutch. I discovered that the stator plate needed the wires rewinding.

Gear change set-up on the handlebars was awkward, it took a bit of a tweak where the trunnions sit, and a Pro-Shift kit inside the gearbox to solve that. The Beast is now fantastic to ride.



1: Early days – Alan, the modern man! 2: Skegness around 1981, admiring the scenery.

Alan Beedham interview



There are certain scooter shops that are indelibly linked with particular eras of our communal history. For those of us that came onto the scene in the early 80s, one of the biggest names was Beedspeed. From their ever-present stall at rallies to their famous mail order catalogue, they remain a business forever associated with the Scooterboy boom. It's over 30 years since Alan opened for business, and although he has finally sold the shop, he's still as enthusiastic about scooters as ever.

Given the impending change of ownership, I popped into the shop to have a bit of a chat with proprietor Alan Beedham in the final week before it changed hands. Wandering around the warren of spares-lined passageways which wind their way through the building, taking in three floors and spilling into a neighbouring apartment, you realise what a treasure trove of scooter components it is, an almost TARDIS-like establishment of Lambretta, Vespa and assorted auto scooter parts. It's not always been so though, every business has to start somewhere, and over a cup of coffee he was more than happy to talk me through his scooting life, and a brief history of the business.

Nik

Scootering: So Alan, how did it all begin?

Alan Beedham: In my early teens I used to run around with the local lads. I suppose they'd have been somewhere between bikers and hippies, but we called them 'gypos'. Fringed jackets were the order of the day. There was also an element of the football fan with us too, and we'd always be getting into scrapes. Nothing major, but occasional bits of trouble. About this time people were starting to dispose of their old scooters, sending them off to the tip. We'd liberate them, get them going again and ride them up and down the [Grimsby] docks. They weren't a part of any particular fashion statement though, they were just something to do at the time.

That doesn't sound particularly scooterist...

<Laughs> No, it certainly wasn't! In the end, my mum got sick of all the stuff that was happening, and burnt all my fringed gear, even though she'd spent hours sewing them on in the first place... She then took me out and bought me some smart clothes and a crombie – she referred to the look as 'modern man', but I suppose it blended in with the late Mod and early skinhead of the time. This would have been in about 1970 or so.

Eventually a mate, Steven Jewett, got bought a Lambretta by his mum, and on my 16th birthday I got one too, an old Li150. This naturally led to meeting other scooter owners in the area.

3



4



3: Alan's race bike. A cast iron-cylindereed Lambretta 225, it only managed the one win when the throttle stuck open! Other than this, Alan's race career was marked by it's lack of success. **4:** The after-effects of an unsuccessful day's racing, Cadwell Park claiming another victim, this time leaving the rider with bumps, bruises and a set of broken bars.

So that was where the interest in scooters really started?

Certainly. We'd learned how to keep the ones we'd found running, but when it's your proper transport you want to make sure it's 'right' I remember when I first got it – you have to remember this is 1971, so no training, no helmets, nothing – you could just get on the scooter and learn to ride it round town by riding it round town. No one had any idea about hand signals or essential safety techniques, you just jumped on and got on with it.

What was the club and rally scene like back then? Did you tend to get away from the local area much?

By this time, I'd got a whole new circle of friends, the scooter scene had picked up again and there were a lot of scooters around. We'd head off all over the place of a weekend. The East coast has a lot of places to visit even now, so we'd go to Scarborough, Whitby, Skegness, and obviously Cleethorpes! Back then, if you were going north then you'd go over the Humber on a ferry as the bridge wasn't built back then.

We went down south a few times, I remember going away to Two Trees Island in Essex, Southend... Loads of places. We'd meet up with other clubs that we regularly ran with – Hull, Boston, Scunthorpe to name a few – at prearranged points, but we'd continue gathering other clubs as we went. By the time we arrived where we were going there would often be hundreds of scooters all heading in the same direction, taking over the whole road. A brilliant feeling, riding with such a large pack.

5



5: Alan's big book of tuning. Within these pages are the details of each and every engine he tuned, detailing modifications made to each Lambretta, Vespa or motorbike engine that he built.

Any stories that you can repeat?

A mate of mine decided to buy a motorbike so that he could get over to see his girlfriend more quickly. He was a scooterboy, but decided that he needed faster transport. Anyway, he bought this bike and we decided to take it for a bit of a run out to see how it went. We weren't heading off anywhere in particular and after a bit of riding round, found ourselves on the A1. He asked me if I knew of anything going on, and I remembered that there was a meeting up at Tan Hill (the highest pub in the country). A snap decision was made, and we carried on heading north.

We met up with people we knew, beer was drunk, the jukebox was hammered all night, the pool table got a lot of abuse and we weren't in any state to go home. Some lads we knew said we could crash in their tent, so at the end of the night we staggered off to the tent and found there was already

about half a dozen people crammed into this two man tent! We managed to squeeze in, with bodies stacked up on top of each other. Naturally the beer had the usual middle of the night effect, but no one could actually get out, so we had to settle for just poking the necessary bits out of the door! In the morning no one was keen to climb out and navigate the lake that had appeared overnight.

There were a lot of weekends like that though, just sleeping where you could – doorways, phone boxes, bus stops. No one got much kip in those days!

Any others?

Lots of stories, but not many that I care to have repeated here, I'm a respectable businessman! That said, we did attend a rally with Ginger from Bolton Spartans. Back then, you'd do a day's work and then hop on the scooters, ride as far as you had



6 & 7: In the early days Beedspeed weren't just sellers of parts, they also built the occasional custom scooter. One of the best known was Gucci, but they built quite a few others. They also supplied this dazzling chromed up engine to one long forgotten custom builder. Notice the highly chromed Beedspeed exhaust. **8:** Another custom scooter built by the shop in its formative years, this one for a customer named Marcus who is now part of a large motorcycle club.



9 & 10: Beedspeed, the early days. The original shop at Sixhills Street. If you look closely at the accessories in the background, a wave of nostalgia will sweep over you as you spot OTT Frescos, Banana seats and ready chromed forks. And Alan is pictured with his beloved ETS – the best geared scooter Vespa ever made, in his opinion.

to, then get horribly drunk. On this one weekend, Ginger was the worse for wear early on and retired to his bedroom for 40 winks, pausing only to throw up out of the window onto a cat! We popped round to see if we could get him to wake up, but failed. Someone had the idea of covering him in toothpaste, sticking his toothbrush into the fly of his pants, etc. and took a photo of him which eventually appeared in Jetset. By all accounts Ginger wasn't impressed....

So you managed to avoid anything painful?

I wish... One particular event is embedded in my mind. I've never been one of those scooter riders who imbibe 'chemical supplements' on weekends away, but we'd gone to Morecambe and someone (who shall remain nameless!) decided to extract revenge for a previous escapade and dropped something in my drink. Obviously I didn't know this and I started to get increasingly paranoid, as my legs

vanished... My mates knew what the score was, and looked after me but found it hilarious. Not a pleasant experience at the time, but looking back I suspect I had it coming!

There were other incidents, such as the occasional trouble with locals fancying their chances and the like on rallies, but that's the one that always springs to mind for some reason!

I believe that you did some racing too? How was that?

Yes, I had a Lambretta 225 cutdown for a couple of years. I wasn't what you'd call a natural though, it quickly became apparent that other people could ride faster on my bikes than I could, something that's never a good sign. I did win one race though, the throttle jammed wide open and it was all I could do to hang on and avoid crashing! Somehow I kept it upright and managed to cross the finishing line first. You'd think that as a follow on from that it

would be easy enough next time out, just pin the throttle open and go for it, but sadly it didn't work like that. I did a few seasons before retiring gracefully.

So how did you start doing repairs?

There was a shop in Grimsby, Freddie Frith Motorcycles and Scooters, who were the local Lambretta distributor. Freddie was more interested in bikes, and was a racer, doing well in the Isle of Man TT. He was happy to sell the scooters to us, but he wasn't a big fan of fixing them, and this meant that if you had any problems you had to wait until he could get round to seeing your scooter, meaning that sometimes you'd have to wait weeks. I'd already been working on the scooters we'd find, and by now I had a shed to work in, even though it was entirely constructed from doors! I'd run an electric lead into the house to supply light, and would work in there, doing bits of repairs on mates scooters.

11



12



13



14



11 & 12: If there was one thing that made Beedspeed's name, it was their famous 'rally stall' selling all the little, and not so little, bits that would get you home from a weekend away. **13 & 14:** A couple of the innovative parts that Beedspeed were known for. Dropped motorcycle type handlebars and rear set pegs. No respectable 80s cut down Lambretta would be without either. Other items included off the shelf extended forks in both plain and twist, pike nuts and a range of other chromed parts

So that was the beginning of the business?

No, that was still a little way down the line. The house we lived in at the time was knocked down by the council and we had to move. Luckily, the new one had a large concrete outbuilding which I claimed as my workshop. It was completely full to the ceiling with spares, I even had parts up in the rafters. They were all organised though, and in some respects I was no different to a lot of people today who hoard spares 'just in case they need them'. At this time I was working full time on the docks and doing scooter repairs in my spare time. I'd trained in electrics, something that would come in useful in the future.

Eventually time passed and I bought my own house. This one had a purpose built double garage entirely for working on scooters in. At this point the Mod revival had been and gone, but scooterboys were still around and there was enough work coming in at this point for me to give up the day job and start fixing scooters for a living.

Even now, 30 or so years down the line from that decision, I can't think of a job I'd rather be doing.

So we're when now? Early 80s?

I think I opened the first shop on Sixhills Street in 1983 and immediately started up doing mail order alongside the repairs. I'm glad I did get into mail order straight away as it made the business what it is. The first shop was a big risk though, I had no idea if it was going to succeed or not, but sometimes you have to take those chances. Obviously we were also running the stall on rallies at the same time, so it was one hell of a learning curve in the early days. I think the stall helped us get our name out there, and of course it helped that we could distribute our mail order catalogues that way.

I assume that by this time you'd had to stop riding to the rallies?

I'd stopped some time previously, to be honest. I usually drove the back up van on

long runs, following everyone down, stopping to repair or pick up any scooters that had died on the way. It was a natural extension to take a stall with me to sell spares on rallies.

You had a stall on the Isle of Wight in 1986 didn't you? How was the experience of the riot for you?

It was one of the scariest moments of my life. We'd had a fairly busy day, as usual, but we'd noticed the influx of vans carrying people who'd just come to see some of the bands who had an extreme political leaning, but I suppose we'd just not thought anything of it until the middle of the night when people started banging on the van telling us to get moving as a riot had kicked off. I looked out of the van and saw a gang of people systematically attacking and looting the dealers. The beer tent was in flames, there were people panicking, but a group of scooterboys were trying to help dealers escape in time! I remember sitting

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15, 16 & 17: A look around the inside of the famous shop. The amount of spares carried by the shop is amazing, and they pride themselves on having almost everything immediately available, and to be able to quickly get the few things that they don't carry.

in the van and a metal stave flew in through one window, shot across the van and out of the other side!

I climbed out and started to try to pull the stall down. There were scooterists I only knew by sight helping me pack away, fighting with guy ropes that I'd got wrapped around the van's mirrors. Eventually we got ready to roll as the looters approached us. These lads who'd helped then fought these idiots off to give us a chance to escape. I've no idea who they were, but I've always been very grateful to them for that night.

So was that the beginning of the end for the Beedspeed stall on rallies?

No, that was never an option. If I'd have given up, then the rioters had won. I continued to trade, initially with some trepidation, but there were no problems to speak of again. The next time I went to the Isle was a bit worrying, but it passed off peacefully enough.

I stopped dealing on rallies eventually though, it was having a negative impact on the business. I'd have to spend a day sorting items to take, another sorting items back into stock, paying people to work, their digs, whatever.

It just became uneconomical, especially as we'd stopped doing repairs by this time and no longer really needed the van. The downside was that it meant I stopped doing rallies as often as I had been used to.

You mentioned the legendary Beedspeed catalogue earlier, and that mail order has always seemed a big thing for you, how many did you shift in a year?

Yes, it was important for us from the start. We used to take a stall on rallies and sell bits to help people get home, which is something that seems to have died off in recent years for some reason. It meant we could showcase our parts while we were there, and we'd give away catalogues on each rally. Usually we'd

take about 1000 catalogues to a rally and they'd all go over the weekend. We'd also send them out with parcels, so in a year we would have maybe 20,000 in circulation. In comparison we now only print around 1000 in total thanks to the internet, but the catalogue still has its place. Not everyone is online and having a physical catalogue helps to keep those customers happy too. We currently have a database of around 35,000 customers. It should have been a lot more, maybe 50,000, but we lost a lot when we transferred our data base over a while back.

The internet seems to have completely changed the way people shop with us, as it's much easier to browse online where you can have as much detail (and as many pictures) as you want rather than to go through a paper catalogue trying to work out what part is what.

Something that still amuses me is the amount of postal orders we still get after all these years. A lot are from kids who don't



Beedspeed catalogue from 1996 showing samples of their product range during the mid-90s. Remember folks, these prices no longer apply!



have access to debit cards or cheque books, but you can't help wonder sometimes if they're also there to keep the purchases off the family budget!

In the 80s, Beedspeed always seemed to have innovative ideas on the custom side of things, leaving the tuning to others. Was this a deliberate ploy?

As our main focus is mail order, we'd not got the room for doing engine work. Once upon a time we did, but the time it took meant it often wasn't worthwhile. We'd need to find out what the scooter was used for, such as rally work, round town, racing, whatever, then we'd take into consideration things like the rider's weight and even what his local area was like – a peaky engine was no good in a hilly area, but a grunty one is – so we'd try and build the engine for the rider rather than expect the rider to learn to ride differently. I've still got the old records of what I did to each engine that I worked on.

Remember this was all before the launch of the TS1, the kit that was a game changer. Back then it was various piston conversions, porting, choosing which of the handful of reliable exhaust manufacturers to use, and all the other details that we took for granted back then. It wasn't just the kit that changed the rules though, it was everything else that came with it – clutches, ignition, and other new kits that followed in their wake – and we just took the decision that we were a shop, not tuners, and we'd supply the parts rather than build the engines.

Apart from anything else, there are enough DIY mechanics about these days who can build fast and reliable engines in their garages that the scooter tuning shop is possibly not as much in demand as he once was. That's not to say that they're a dying breed, far from it, but more that it's easy to find information on building fast engines now, something that wasn't the case in the early 80s. There will always be a certain

group of people who will want an engine built by a reputable tuner, but I don't think there is as much demand as there once was.

We decided to concentrate on spares because of this, and looking back it was definitely a good move.

Was there a reason why you never had a dealership?

To be honest, when we were setting up the business there wasn't the sort of conditions there are now. You'd be bringing the bikes in, whether Vespa or Lambretta, and have to pretty much strip and rebuild them to get them to an acceptable state for the customer to ride off on, there wasn't the import/dealership network and partnership that there is these days, so we decided we didn't need that kind of aggravation and expense. I've always sold all the parts and accessories, but never the full machine. Another reason was that you'd need to show the whole range, and that means



18



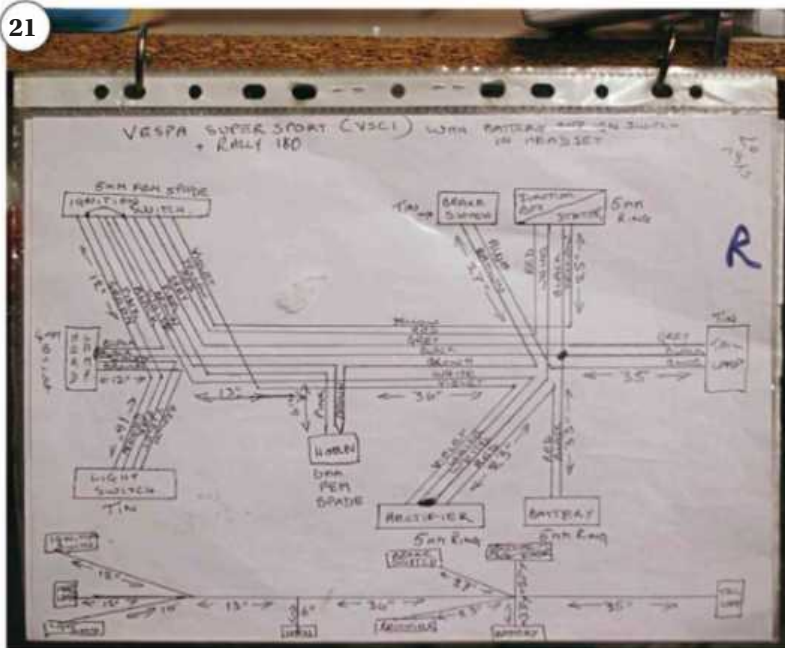
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18: The famous sign, with its instantly recognisable logo, from the front of the Corporation Road shop. The modest looking frontage hides a remarkable warren of rooms and passageways which are lined with racking and various spares. **19, 20 & 21:** Alan hard at work! As well as managing the business, he's still around to work on electrical modifications and repairs when necessary. The wiring looms they supply, both standard and custom, are made here. Simplified drawings are then followed by his wife Sylvia or himself.

finding the space to show them in, something we've never had. It's all changed now though; we could get a dealership but it's just not what we do.

How do you decide what to stock?

We've always kept an eye on what's selling and what's not. It was pointless churning out drops and rearsets when the world is going restoration mad, you need to be sourcing original and well remade parts then. My own feeling is that it's nice to see the return of choppers and cutdowns to the scene, they add a bit of variety to it, and naturally expands the demand for new and innovative parts.

We don't really make decisions of which parts to sell, we tend to be led by our customers, rather than trying to dictate to them what they should buy.

The SIP digital speedos are a good example of the way we work – we had a lot

of people asking for them and so we get them in, initially a few to satisfy demand, and then a few extra to satisfy demand from people who walk in off the street to buy one. The alternative is to buy things in the hope that people will want them, we've tried that and it doesn't work, some things seem to just take up shelf space forever.

I assume that's how the famous Beedspeed dropped handlebars and rearsets came to be, and why you seemed to be the only shop that actually stocked overlength and chromed forks?

Yes, at the time people were building cutdowns and chops, and were asking if it was possible to buy these parts, so we got a continual supply in, as we knew they'd sell. Once the trends changed then obviously we didn't carry as many sets. They've always been available though, and we've always had some demand for them. One thing that

people often seem to forget that we did, was our own race exhausts, made by a local firm. Unlike other manufacturers though, the welds we had were of a more substantial nature, allowing them to be polished back without weakening them, so they could be chromed.

You're still well known for your one-off wiring looms. Who's responsible for those?

I've developed quite a good understanding of electrics over the years, starting life as a radioman on a ship helped, and then I spent time in college learning even more, so now I can visualise how it needs to work before I start on it. Once I've designed the loom, my wife Sylvia puts them together in her little hideaway at the back of the shop. She learned to solder as a kid while working in arcades on the Isle of Man with her dad.

Originally we'd employ a local scooterist to do the physical manufacture, but with

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23



22: And so it ends. Alan at the front end of the shop, a week or so before it was sold. Looking forward to the future, but still hands on.

23: The team of scooterists at Beedspeed. These are the people who answer the phone, find the parts and send them to you. Contrary to belief, they are not a team of specially trained pixies, they are only human!

this sadly not being the best paid job in the world it soon became obvious that as soon as we'd got them trained up in making the looms then they'd bugger off to work on the docks or for haulage firms where they could make a lot of money. I've never knocked anyone for doing that, and in some ways I'm proud that I've helped push people in the right direction for their careers, but it doesn't make running the shop any easier.

In the end Sylvia said that she'd do them, as she had the skills and understanding, but sometimes I think it's just so she can keep an eye on me! It's worked well though, and it means that we can make one-off looms where needed.

Where have you seen the biggest improvement in scooter components in the years you've been involved?

That's easy... tyres. I wish we'd had rubber half as good as today's tyres when I was younger. Do you remember some of the budget tyres we used to get? I think they taught us to ride better but they really were awful! Tyres are a vital component of your scooter, so buy the best you can afford. I wonder if I'd have done better on the track with them? No, probably not...

Do you get to any rallies these days then?

We try to plan one a year, but if I'm honest then I have to say that I've got to the 'been there, done that' stage. We like to do things that are more 'associated' with the scooter scene than rallies proper. Things like Northern Soul nights, the week in Tenerife, even Glastonbury as there are usually a lot of scooterists there. I still enjoy Kettering parts fair; it's always good for seeing old faces as well as tracking down hard to source spares for customers. Sometimes it's an expensive way to do it, but old parts don't just fall out of shops any more. I'm off to Scotland this summer, so may try to tie that in with an event if there is something on at the right time.

Obviously I can still get to rallies on this part of the east coast if I want, it's just pack and go! It also helps that my local is a bit of a scooterists' haunt, so I keep in touch with folk that way too.

A couple of years ago, there was a bit of a surprise announcement that you were selling up? What happened there?

I'd decided that it was time to retire. Simple as that. I'd had a good run at the business, it was doing well and had a good name, so I thought it was time for a bit of personal time, to get back to doing what I wanted to do.

I consider my employees to be my friends, and you don't put your friends out of work, so a condition of the deal was that the shop was kept going with the same staff. I had a few enquiries, but nothing that fulfilled that criteria. They wanted the stock, but not the shop and employees.

Having talked to the accountants, it was decided to make Beedspeed into a Limited Company as they said it would be easier to sell like that, so I took the shop off the market for a year while we got the accounts ready to try to sell again. We've finally got a

buyer who is happy with the condition of sale, and by the time this is printed, it should be in his hands.

I'll bet stock take was fun!

You could say that... We found stuff that we'd forgotten we had! A box of Driver screen parts turned up when we did the first one, they got bought pretty quickly! There have been other bits and pieces, but sadly no unopened boxes of seats with tail-lights in. More's the pity, they'd have made a fine retirement present to myself.

What does the future hold for you and Sylvia then?

We've plans. Plans to do absolutely nothing for a while. It'll be nice to be able to get back to doing the occasional scooter rally, but I'll not be fixing anything when I'm there, don't even ask. Those days are now long gone; I'm going to be a man of leisure.

I think you've earned that. Enjoy your retirement, and I hope to see you out and about somewhere this year.

Nik

THE FUTURE

When Beedspeed was re-advertised as being for sale, this time as a limited company, there were a few potential buyers interested in the sale. Some were deemed unsuitable due to being asset strippers, others due to just wanting to use the business as a front for importing and distributing Far Eastern parts. Neither were what Alan wanted for his baby.

The new owner of Beedspeed is 28-year-old local businessman Daniel George. He's not got any background in the scooter scene, although Alan has

introduced him to our world and it's already taking a hold, as it does quite easily!

He admits he's not a 'hands on' owner, and is quite happy to let the shop run itself, supplying the same service from the same staff as it always has. He doesn't see the need for anything to change, although he is talking about moving to a more modern, purpose-built unit in the future.

In short, it's business as usual at the country's most prolific scooter parts mail order specialist.

Double 0



All that glitters is not gold. But, when they glint and glisten as these two small frame scooters do, the magpie sensor possessed by many is awakened. One polished, one plated; they're both part of the Double 0 series; visually they invite a sharp intake of breath accompanied by a double ooh!





Honey Ryder

First of Bert's '00' scooter creations was 003, a smart black and white SX 200 Lambretta, back in 2003. Which had very much a retro 70s look about it, with the paint layout and forced air scoop on the front brake. It currently has a Replay tuned TS1 motor. Layout of the paintwork on 003 is very much in keeping with scooters painted on behalf of other scooterists by Bert some years ago. Next in the evolutionary line was 006 Metallurgy, a bare metal Series 2 Lammy. That was unveiled at the Isle of Wight rally a few years ago. Although Bert no longer owns 006, it is still in the family so to speak, as his brother Darren is now the custodian. Alchemy Scooters is the Conneely brothers' family business, now located in Devon. Although they originally hail from the Coventry area, where they had Interscooters. They have been active in many aspects of the scooter scene since the early 80s. Bert was the BSSO Group 4 racing champion in 2014, with Darren replicating that achievement in 2015. Steve is aiming to win Group 4 this season to attain a unique Conneely brothers triple, by each of them winning the Group 4 class in consecutive years. Other 00 scooter creations are 003, a Lambretta Grand Prix 200 based on an AC Cobra, and 005, a Lambretta chopper with a SX 200 engine.

In fact, it was an injury sustained during his Group 4 winning season that was the catalyst for Bert to embark on creating his latest 00 scooters. "I broke my hand at Lydenn Hill, which meant I had to take time out from racing," he says. "Thankfully when I sustained the injury I'd done enough throughout the season to win the Group 4 championship. I needed something to do to keep me occupied, so I resurrected the 00 series of scooters, of which, obviously there will only be nine in total. I hadn't worked on a small frame Vespa for over 20 years, initially what mutated into 002 Alchemy was intended to have white paintwork, which is what my wife Andrea had suggested. It was bought with the idea of it being a Christmas present for her, but once I started work, my ideas and intentions changed. I got a bit carried away with the direction I was going in. The smooth lines of the small frame Primavera had an irresistible allure to evolve the bare metal finish of 006 Metallurgy to the next stage, in the Alchemy style."

Both Primavera's were sourced towards the latter end of 2014, one from Bert's old stomping ground of Nuneaton, the other from Glasgow, Scotland via a Gumtree advert. "During the 1980s the Mod scene was huge, I like to think that the small frame that is now 002 Alchemy, was parked up among



lots of other scooters on a Sunday afternoon, when as an impressionable 14-year-old I first got the scooter bug." True or not it is a nice thought, and indeed could actually have some substance as well.

Pussy Galore

Was the Double O series inspired by James Bond films and Ian Fleming books? "No, not to start with, it was a drunken idea half hatched late one night, to build, over a period of time, a series of nine scooters each with its own identity, but also very much a part of the series. Ideas evolve, there have been a few years between the first double O (in 2003) and the most recent two. 007 was given the Scaramanga name by Vespa tuning guru Tony O'Brien, with the 007 prefix it almost had to have a Bond connection. As soon as he saw the copper plating he said 'that has to be Scaramanga's scooter' so 007 Scaramanga it became."

Bond villain Scaramanga, played by Christopher Lee, featured in Sir Roger Moore's first Bond film, *The Man With The Golden Gun* in 1974. Although just because Scaramanga had an extra nipple does not imply that the copper plated scooter comes with an additional choke lever or similar appendage! "I did have a few trick, gadget type ideas for 007, such as an ejector seat! Decided

Name of scooter: 007 'Scaramanga'. The 00 series is a sequence of drunk ideas turned reality that I have been working on since I completed 003 SX200 in 2003. 007 was next in line so had to give it a bit of a Bond theme.

Model: Vespa Primavera.

Date purchased: Dec 2014, £900 from Glasgow.

Inspiration for project: Don't read anything into this as it was a foolhardy idea at best; but for some strange reason I wanted to build a scooter that would really appeal to women.

Time to build: Six months working on the bodywork and having it plated. The week before Bridlington, Tony O'Brien was kind enough to offer to put it together as I had 002 to finish and ran out of time, Steve C & Debs helped me with the finishing touches and making the exhaust fit the Friday before the show.

Frame modifications: Inner tool box removed to facilitate the panel beating and exhaust.

Specialised parts: The finish to the copper is unique. It's all about the plating & the lines of the brush work in comparison to the polishing. It was all trial and error as cast ally parts are really hard to copper plate and no one else has brushed copper like this so both the electroplater and I had to learn on the job.

Engine: Tony O'Brien tuned and built cast Polini 130, shortened and fully breathed upon, Grand Sport piston, large taper race crank, Vespatrionic ignition, 25mm Dellorto, Franz pipe.

Other unique details: Cutdown original seat frames by Steve as the original height of the frames are too bulky and look like DFS sofas.

Paintwork: No paint, it's all plated apart from under the rear of the frame, Alchemy Scooters did all of the prep and finish.

Engraving: Speedo face, local engravers.

Chrome: No chrome anywhere as it belongs on bathroom fittings – if it looks like chrome it's nickel-plated as I prefer the finish.

Overall cost: Under £5000 and a lot of hours.

Hardest part of the project: Finding a plater who would take me seriously, I got laughed at a good few times, and a plater with a vat big enough to take the frame. Then, protecting the copper from tarnishing was a nightmare of research and experimentation. Sourcing a decent engine door, much harder than it should have been as the remade ones are made from tin foil and most of the originals are battered.

Advice for anyone starting a project: Don't have the stupid idea to do two projects at the same time! Picture it in your mind before starting, if you can't envisage it then draw it.

Anything still to add to the scooter: I may evolve the finish as certain areas are multi layered.

Favourite dealer: For large frame Vespa motors it's Pro Porting. Small frame motors Tony O'Brien. Lambretta motors Chalkie at Replay with parts by Tino Saatchi.

What do you have planned next: A 50 Special with an experimental finish. Followed by a full frame Vespa, ideally a GS.

Thanks: Tony O'Brien, My brother Steve & Deb, Daz Kane, Doug Taylor, Corky for covering the seat, Arthur. Tino Saatchi for the Vespatrionic.



against in the end, but at one stage it was included in the plans, I'm not joking – I've still got the draft plans for an ejector seat for a small frame Vespa!"

Locating first one, then another, old Primavera Vespa in decent condition was another time consuming exercise which Bert encountered during the creation of both 002 Alchemy and 007 Scaramanga. "Finding an absolutely mint frame proved to be a near impossibility. After a year of searching I decided to go with the best available. I really didn't want to strip the paint off a scooter in its original paint, of course all the best condition frames were in original paint, which was a real catch-22 dilemma."

Having already built 006 Metallurgy several years ago did that make the preparation of both 002 Alchemy and 007 Scaramanga any easier? "I learnt a lot doing 006, but no, it didn't make anything any easier. There were many nights when I had been hand rubbing down the Vespas, way into the small hours striving to attain perfection.

"Soothing and blending the many spot welds on the body and framework (for example) was both painstaking and painful. I spent so much time rubbing down metal in hard to get to places I smoothed off my fingerprints. After many a long night spent working on the frames, I eventually went to bed, wearing gloves filled with hand cream to try and stop the pain. Believe me, they did use filler on Vespas at the Piaggio factory, as I discovered on both the Primavera's!

"Something I had to practically train myself to do was to accept that the best I could achieve with bare metal was almost perfection. Which took some serious self-discipline, coming from a background of paint spraying, absolute perfection in the finish

can be attained with paint. I could be rubbing the two Vespa frames down now, and for a few more years too, and still not have absolute perfection.

"I had to accept once I reached a certain point where they were realistically as good as I was able to get them. I had to force myself to walk away, trying to convince myself that the bigger picture was what mattered. There were more than a few times when burning the midnight oil I questioned myself about why I was going for bare metal, when rusty rat rods are more fashionable currently, I perceived, at times in conflict with myself, and got there in the end."

Vesper Lynd

Back in *Scootering* 345, (March 2015), there was a five page feature on electro-plating, which was quite comprehensive; worth digging out for an in-depth overview of the basic process of electro-plating. Obviously the better the preparation to any metal being electro-plated, the better the finished article. While smaller items are relatively straightforward to have electro-plated, as long as they've been properly prepped, locating a specialist with facilities to accommodate bigger items, such as a monocoque Vespa frame was far from easy. It turned out to be quite a mission in itself to find an electro-plater who would take Bert's job on, or for that matter, to take him seriously. Of course high on the agenda was an electro-plater with a bath large enough to take the frame and other more sizeable body parts. "I tried lots of different electro platers, eventually what it took was me turning up with all the parts I wanted plating, and a stack of money, more or less to prove I was serious about what I wanted. Even then it was a process of trial and error to get the copper finish I



wanted. It was an on the job learning process for both me and the electro-plater achieving a uniform looking brushed copper finish on all the surfaces. Some parts had to be plated several times. I also had to find a way to stop the copper-plated finish from tarnishing, which was a nightmare on its own that took time and experimentation to solve. As for the cast alloy parts, they weren't easy to copper plate, and that's understating it hugely. 007 Scaramanga has a unique brushed copper finish, and I'm not revealing how it was eventually achieved. I'm keeping that to myself!"

002 Alchemy is the next stage on from 006 in terms of a bare metal scooter. Like the series 2 Lambretta, the Vespa's polished bare metal surfaces have been coated with ACF-50 treatment



OWNERS DETAILS

Name: Bert Conneely

Scooter club: Heart of England, Coventry & Tormented Souls, Barnstaple.

First interested in scooters: 1981, during the Mod years. Coventry was a violent place to live back then. It was a tricky time to be wearing a parka, a multicultural unemployable town full of skinheads, bikers and casuals, as a Mod this meant you either stood, ran or fought and sometimes a bit of all three. The skins taught me the words to that classic song 'F*ck a Mod'!

First scooter: Vespa 50 special, the best present ever from my step dad Matt.

Favourite style of custom scooter: Anything where the owner has put some heart and soul into it. It can be chopped full blown or race or mod, I don't care as long as there is at least one fresh and original feature – if not it's just a variation on a theme.

First rally: Newark '84, 50 special.

Favourite and worst rally: The Isle of Wight is usually a good rally, yes the 'hardcore' knock it but if you can ignore the bloke dressed as Tony the Tiger having a grrreat time on the ride out, there's always some music to be had. The worst was Newquay 1987; the year of the storm. We had to lift the scooters over blown down trees, but we weren't giving up so we struggled on through the night for 16 hours and 250 miles, got there Saturday afternoon had one pint nearly fell asleep into it, slept in a damp tent, rode home in the rain.

How could the scooter scene get better: We all acknowledge the scene needs a mass of youth to carry on the flag and maybe the same catalyst that grabbed 80% of you reading this is already on its way in Quadrophenia 2.

Funniest experience with a scooter: In Morecambe I once got asked how I wheeled a Vespa, I told the lad 'oh it's easy, just fill the front wheel with helium'.

What do you like about rallies/events: Hanging out with the lads, talking scooters, acting the twat by popping a few wheelies and generally messing about like teenagers.

What do you dislike about rallies/events: What's with all the man bitches whinging and slagging off someone's choice of scooter, clothing or hat; in the scheme of things does it really matter?

Favourite custom scooter of all time: You have to hand it to Jeremy Howlett as he (mainly through the talents of others) evolved things, not just in the scooter scene but custom vehicles full stop. He had the vision, the money and above all the ideas to have real impact so fair play to him.

What would you like to see in Scootering that isn't in it already: The occasional female model on a feature scooter, like back in the good olde days of scooter and bike mags.

Who first inspired you in the scooter scene: Mark Hurney of the Heart Of England SC, he's the guy in the classic photo sequence wheeling and flipping the white PX two-up shoeless in the IOW in '82.

If you had to recommend one scooter part: Electronic ignitions. Reliable 85mph motors for Lambrettas and Vespas costing about £1500.



which gives a mildly waxy appearance. Of course it's also doing the job its intended to, in protecting the metal surfaces. 007 Scaramanga's brushed copper finish has been lacquered, using a 'special formula' as used by the Royal Navy. Which is in keeping, albeit tenuously, with the Bond leaning of the scooter. In Ian Fleming's James Bond books which spawned the films, the MI6 agent had previously been a Royal Navy commander.

Holly Goodhead

Bert admits his expertise is more slanted towards the handling and the aesthetics as opposed to engine tuning. For both of the 00 small frames he enlisted Tony O'Brien to build and tweak the respective motors. 002 Alchemy, has a Polini 130 with a very mild tune, while 007 Scaramanga also has a Polini 130 top end. Any similarities stop there; as the spec sheet confirms, the latter has had a lot of work carried out. There are a few other one off items too. Both scooters have had the original seats modified, having both been lowered, which works visually and gives a more practical riding position. Between the two 00 Vespas, there is only one item that has been engraved, the speedometer fascia on 007 Scaramanga. Both boast an abundance of bright work, though neither has any chrome whatsoever. 007 has one or two subtle nickel plated items, Bert prefers nickel plate to chrome, while 002 has Aston Martin silver birch paint on the wheels and the underside of the frame. Contrasting shades of silver on the frame and body came about via lead loading. An old fashioned technique that was once a popular way to fill dents and smooth off imperfections.

Domino Derval

Bert intended to create a pair of scooters that would appeal to the fairer sex, but without going down the clichéd route of pink paintwork, powder colours, and cartoon characters with an abundance of girly appeal. "It's hard to explain this without coming across a bit strange, or sounding a bit odd, but, especially with 007 Scaramanga I wanted to build a scooter that would appeal to women. A small frame Vespa is really as cute as a button. I was against going down the paint it pink route, not that there's anything wrong with a scooter painted pink. I've sprayed more than a few myself over the years. I wanted it to appeal to women but without any of the typical 'kittens and flowers' approach. A bit of research into the subject by asking various women what they liked in things such as handbags, watches and jewellery gave me a few pointers that I took inspiration from. I must have done something right, because at Bridlington show late last year, I overheard a teenage girl saying to her parents that after years of being taken to scooter shows and events, this was the first scooter she has actually liked. Also at Bridlington, a slightly drunk woman bent down and kissed the headset top, saying it was the most beautiful scooter she had ever seen. The reaction and response from women towards 007 Scaramanga has been better than hoped, it's made all the stress, bother and hard work worthwhile. I did plan to have a Rolex or Omega watch, complete with clock face as part of the speedo-face, but it wasn't possible within the time frame I had set for finishing the scooter by. Though it may be a minor change I revisit soon."



“ Just because Scaramanga had an extra nipple, doesn't mean the scooter comes with two choke levers! ”

Mary Goodnight

002 Alchemy is reluctantly up for sale, the first of the double O series to be offered to any interested party outside of the Conneely family. Anyone interested should get in touch with Alchemy Scooters (details below). There are still another trio of double O numbers yet to be built to complete the series, 001, 008 and 009. If Bert has any ideas or outline plans for any of them, like the fictional agent James Bond in a Casino, he is playing his cards close to his chest on that subject. As for both 002 Alchemy and 007 Scaramanga, they're a pair of small frames that really are licensed to thrill!

Words: Sarge

Photography: Simon Plant



Name of scooter: 002 Alchemy

Model: Vespa Primavera

Date purchased: Bought in 2014 for £750 from Nuneaton.

Inspiration: To evolve the finish of my bare metal Series 1 Lambretta, 006 Metallurgy (now owned by my brother Darren). I thought the uncluttered lines of smallframe Vespa's would work well with the Alchemy style.

Time to build: The bodywork and the metal finish took a few months to get sorted. My Brother Steve, Debs Vespisti and myself bolted it together in a few days off and on down their shed. None of us having built a smallframe for 20 years, we had no smallframe specific parts knocking about which stalled the build a bit.

Frame modifications: Badge holes filled, lead loaded by Alchemy Scooters.

Engine: Tony O'Brien built cast Polini 130, electronic ignition, fairly standard state of tune just tweaked a little. Casings polished and brushed by hand at Alchemy scooters.

Other unique details: The different shades of silver is due to lead loading, there's something really very rewarding about laying down lead. Standard seat frame was reduced in height.

Is the scooter reliable: It's only been ridden a few miles but as Tony O'Brien can get 116mph out of a 90SS it should prove bulletproof.

Paintwork: Aston Martin Silver Birch to the wheels and underneath but that's about it. So much time spent rubbing down metal I had no fingerprints left and had to go to bed wearing gloves filled with hand cream to stop the pain. The metal is protected by ACF-50, its amazing stuff.

Chrome: No chrome.

Overall cost: It may sound relatively cheap at £2000 – but it took many man hours to get it finished.

Hardest part of the project: Keeping the motivation up to get the metal looking like this was difficult.

Advice for anyone starting a project: Try not to follow others too closely, take inspiration and evolve yes – but don't replicate.

Anything to add: A new owner, this is the first of the OO Series of scooters I've sold out of the family.

With hindsight, is there anything you would have done differently: I wouldn't have had it shotblasted.

Thanks: Steve and Deb, I couldn't do any of this without you. Daz Kane for the genuine parts, Corky for adapting the standard seat cover, Andrea for not kicking off too much when I 'forgot' to paint it white.

CLUB DO's & EVENTS



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FEBRUARY

17 Forester SC, annual membership meeting, Horse and Well, High Road, Woodford Green

17-19 Breasticle Run, 1000 mile scooter ride, all for charity. Departs from Rainham Social Club. See FB for updates

19-21 Cancer is a CT III**, Rainham Mark Social Club, 56 London Rd, Gillingham, Medway, ME8 6YX

20 Renegade SC, Annual do at Hurn Bridge Sports Club Nr Bournemouth Airport, BH23 6DY. 8pm till 1am. £5.00 otd

27 Mod v Ska Night, Royal British Legion, 21 Sycamore Street, Blaby LE8 4FL. Tickets available via PayPal Michaela41@live.co.uk

27 Mousetrap R&B Allnighter, 25th Anniversary Party with free 45. Orleans, 259 Seven Sisters Rd, Finsbury Park, London N4 2DD (10pm-6am). Quality 60's Club Soul, Ska, Motown, R&B, Blues and Boogaloo with resident DJ's Chris Dale, Lee Miller, Rob Bailey, Cousin Benson & Marco Starri. Ticket info £9 advance/£12 OTD www.newuntouchables.com

11-13 17th Antwerp Custom Show, Kattendijkdok-Oostkaai, Antwerp, Belgium

11-13 Morecambe, pre-season rally. Free entry all weekend at New Ranch, Imperial Hotel, Regent Road.

11 Alley Club Northern Soul Fridays, at The Corner House, 231 Newmarket Road, Cambridge, CB5 8JE. 8pm-1am, £3. Facebook.com/thealleyclub Tel. Paul 07914 751502 thealleyclub@gmail.com

11 Brixton Got Soul, at Blues Kitchen, 40 Acre Lane, Brixton, London SW2 5SP. 9pm-2am (free before 9/£6 after). Live Soul Revues. DJ Dr Robert + Guest. www.newuntouchables.com

12 Olympic SC, 35th Anniversary Do. The Arena, 27 Hagley Road, Stourbridge, DY8 1QH. Top Rally DJs 8 till 2am. Drinks at pub prices. Admission £5 on the door.

12 Mod N Soul in the Bowl, Bowls Club, Rushden. Steve Brown and The Hip Cat Express collective playing the very best in Mod N soul. 7.30 till midnight, £5 otd.

12 PLVSC, annual egg run and evening do. Meet Cherry Tree from 10.30 for 12.30 departure.

12 Irish Egg Run, meet Bray front from 11.30, depart 12.30. for main event at The Pavilion Centre, Naas Rd, Dublin. www.irishscooteristeastereggrun.com (or see main advert)

13 Mansfield Parts Fair, Manor Sport Recreation Centre, Kingsley Ave, Mansfield Woodhouse, Mansfield Notts. NG19 8JY Details - Kev Walsh 07966 265588 Email lcgb2@blueyonder.co.uk

18-20 Ginger's Egg Run, Lowton Civic hall, leaves 1pm on Saturday. Camping available Friday and Saturday night

18-20 Clacton Weekender, featuring The Scene, Mr Bridger more tbc at Highfield Grange, Park Resorts, London Road, Clacton-on-Sea, Essex, CO16 9QY. Raising money for "Kids with Special Needs" as our charity of 2016. For caravans call Sue Fairman on 01255 689800 and for wristbands call Rob on 07840 695245

19 Lost & Lonely SC, Heslam Park, Ashby Road, Scunthorpe. £5 per Ticket Mark Taylor (Northern Soul DJ) & Mod-Era. Tel: 07947 725375

20 Pre Season Ride Out from Knaresborough to Wetherby, Logistical Nightmares SC ride out with support from the YSA, all proceeds go to the Yorkshire Air Ambulance, meet at 11am - depart at 1pm, arrive at Engine Shed at 1:30pm (ish) Tel. 07453 636960 or 07772 548832

25-28 Whitby National, Scooter Rally #1

25-28 Le Beat Bespoke 11, The Venue, 229 Great Portland Street, London. W1W 5PN. Live bands, International DJ line-up, Allnighters, Riverboat party & Guest Club nights www.newuntouchables.com

25 Zoo Zoo, The Blues Kitchen, 111-113 Camden High St, London NW1 7JN, 9pm-3am. free before 10/£5 after) Big Boss Man & support live DJ Dr Robert + Guest

27 Crossfire, Northern Soul allnighter, London. 11pm-6am @ 229 The Venue, Gt Portland St. £13/£16. DJ's Ady Croasdel & special guests

APRIL

1 Prince's Trust Soul Night, fundraiser. Corn Exchange, Fore Street, Hertford. SG14 1AL. 7.30pm - 2am. DJ's: Andy Hill, Colin Innocent, Smudge, Stuart Whybrow, Steve Avery, Terry Jones, Mick Janes, Dicky T & Derek Smiley. Raffle prize = Barrow of Booze. Drinks deal 7.30pm - 9pm. Tickets £5 from www.wegottickets.com/events/334047 or Hertford Tourist Information Office.

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26-28 Carry On Abroad, 3 nights in Las Americas, Tenerife.

26 BIG 10 Ska Band + Heavy Sol - live at The Corn Exchange, Fore Street, Hertford. SG14 1AL. 7.30pm - 1am. Tickets £10 from www.wegottickets.com/events/334045 or Hertford Tourist Information Office. Info: Andy - 07989 503396 or Carole - 07917 054961. FB: RoadRunner Rhythm & Soul Club.

26 Shoreditch Got Soul, @ The Blues Kitchen, 134 Curtain Rd, London EC2A 3AR. 9pm-2.30am (free before 9/£6 after). Live Soul Revues DJ Dr Robert + Guest www.newuntouchables.com

27 East London Scooterist Nite, DJs playing all your fav scooterist sounds plus playing live the Werthers Originals. Cheap bar. £5 otd. 8pm till 2am. Hornchurch Social Club, 168 Station Lane, RM12 6LS info facebook or 07903 278575. London.

27 Burton Brewers SC, annual Parts Fair & Custom Show

28 Wicksteed Parts Fair, Kettering, Northants NN15 6NJ (please note Wicksteed one week early due to Mothers Day) Details - Kev Walsh 07966 265588 Email lcgb2@blueyonder.co.uk

MARCH

4-7 Modrapheniacs SC, 40th Anniversary rally, Sandford, Dorset

5 Zoo Zoo, at Blues Kitchen (Shoreditch) 134 Curtain Rd, London EC2A 3AR. 9pm-3am (free before 9pm/£10 after). Live bands, DJ Dr Robert + Guest. www.newuntouchables.com

5 Banbury Soul Club, Banbury Trades & Labour Club, West Bart Street, Banbury. OX16 9RR (use side entrance). Northern Soul, Motown, R&B & Cross-over. All played on original vinyl. £5 otd. Contact 07528 285977.

5 The Brighton Ska Train, presents the first Scooter 'n' Ska Allnighter of 2016. The Volks, Brighton Beach. Featuring Jerry Dammers (Specials/2 Tone Records) alongside The Ska Train Soundsystem, 10pm 'til 6am. £7 adv from The Brighton Ska Train on Facebook.

6 VW club Spring dub, show at the Great Yorkshire show, Harrogate. 25 of some of the top custom scooters on display

10 NUTsMAG, @ The Blues Kitchen, 111-113 Camden High St, London NW1 7JN. 8pm-1am Special guests + DJ Dr Robert & The Baron. www.newuntouchables.com

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2 AONSC Pre-VMSC Show, Do, details tbc, Standard Triumph Club, Coventry. Tickets tbc. www.aonsc.co.uk (see main advert)

2 Skybolt Revival, Springvale Sports & Social Club, Bilston. Skabucks The Newsmen & Soul Brothers DJ. Tickets £8. Tel. Steve 07855 758841. West Midlands.

2 Inbetweeners SC do, Burslem Golf Club, Stoke on Trent. DJs playing Motown, Soul and Ska

£2 Info Ed Jones 07909 531135

3 VMSC Extravaganza, Classic and Custom scooter show, The Sports Connexion, Ryton-on-Dunmore, nr Coventry. CV8 3FL (see main ad)

8-10 Oddballs Rally, charity event including the Fliks, Corsairs plus massive custom show, raffle to win brand new Modena scooter, look us up on facebook. Abingdon Oxfordshire, more info email oddballs.rally@aol.co.uk (see main advert)

9 East London Scooterist nite, DJs playing all your fav scooterist sounds plus playing live Jammed, cheap bar, £5 otd, 8pm till 2am. Hornchurch Social Club, 168 Station Lane, RM12 6LS info facebook or 07903 278575.

9 The Black Country SC, 10th Anniversary Do, at Station Hotel, Dudley. Featuring live band 'The Reggaeators' & DJ Silky. For tickets call Andy 07714 331268.

15 Alley Club Northern Soul Fridays, at The Corner House, 231 Newmarket Road, Cambridge, CB5 8JE. 8pm-1am, admission £3. facebook.com/thealleyclub Tel. Paul 07914 751502 thealleyclub@gmail.com

15-17 SWSC Teighnmouth, rally

15-17 Vespa Club of Wigan and Retro B15, charity event for Just BU, dancing in your wellies family scooter rally, w/end camping pass £15, featuring Madhat ska, The Jam Collective, Silverstone, DJ, stalls. Golborne Parkside SCC, Rivington Ave, Wigan, WA33HG. Info vesclubofwigan@gmail.com

16 Mousetrap Psych Allnighter, Orleans 259 Seven Sisters Rd, Finsbury Park, London N4 2DD

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17 Atom's Open Day, Maidstone, Kent. 10am - 3pm. On the day offers, food and music. 01622 664488

22-24 Bangers & Mash, rally, Notts.

23 St Georges Day Do, with the Invicta SC. A night of scooterist sounds at Churchills, 7 The Brook, Chatham, Medway ME4 4LA. 8pm-1pm. Free entry Kent.

23 Seven Hill SC, St Georges night do, Embassy Club, Sheffield S12 2AG. Info 07946 374134

23 Maximum R&B, at The Phoenix, 37 Cavendish Square, London W1G OPP. DJ's Rob Bailey & Rhys Webb spin original R&B, Freakbeat & Garage 45's from 9pm-3am Adm £6 before 10/£8 after www.newuntouchables.com

24 Cambridge SC, annual St George's Day bash, from noon with ride out at 14.00. Music, stalls, food, drink, usual trophies and the now famous "dash" around Cambridge. CUFC Abbey Stadium, Newmarket Road CB5 8LN.

29 Shoreditch Got Soul, @ Blues Kitchen, 134 Curtain Rd, London EC2A 3AR. 9pm-3am (free before 9/£6 after). Live Soul Revues + DJ Dr Robert & Guest. www.newuntouchables.com

MAY

29 April - 2 May Tenby National, Scooter Rally #2

29 April-2 May Skegness, rally,

1 Buckingham Palace, Scooter Run. Meet 14.00 Carnaby St. Scooter comp/Soul food/Live bands + DJ's Free Entry. Info www.newuntouchables.com

6-8 Phoenix Nights 10, Leicester. Green King Stadium, Hinkley. £10 adv or £15 on the gate.

7 SIP Open Day, Germany. scooters, Vespa cars, food, music, free Dyno.. all laid on at SIPs brand new premises.

7 Almost Grown, Saks Wine bar, Southend

7 Doncaster Hunters SC, annual do. Parklands Sports & Social Club, Doncaster, DN2 4LT

7 Zoo Zoo, Blues Kitchen (Shoreditch), 134 Curtain Rd, London EC2A 3AR. 9pm-3am (free before 9pm/£10 after). Live bands, DJ Dr Robert + Guest. www.newuntouchables.com

12 NUTsMAG! The Blues Kitchen, 111-113 Camden High St, London NW1 7JN. 8pm-1am Free. Live bands + DJ Dr Robert & The Baron, www.newuntouchables.com

13 Alley Club Northern Soul Fridays, at The Corner House, 231 Newmarket Road, Cambridge, CB5 8JE. 8pm-1am, admission £3. facebook.com/thealleyclub Tel. Paul 07914 751502 thealleyclub@gmail.com

13 Brixton Got Soul, Blues Kitchen, 40 Acre Lane, Brixton, London SW2 5SP. 9pm-2am (free before 9/£6 after). Live Soul Revues, DJ Dr Robert + Guest. www.newuntouchables.com

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For further information contact: lcgbadmin@googlemail.com

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EST: 1952

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www.vespaclubofbritain.co.uk Find us on Facebook

14-15 Gravesend Sentinels SC, parts fair weekend. Saturday custom show and evening do with The Scandals, Sunday Parts fair and jumble. Gravesendians RFC DA12 1PX. £12 wknd ticket- with free breakfast if booked before May 1st. 07923 059946 or www.gravesendsentinels.co.uk

20-22 Carry On Regardless 10, by Sid James SC.

22 Scooter-Fest 12, presented by North Staffs Jesters SC. Free Entry (Donations please), Large Parts Fair, Ridden Custom Show (Last entry 1.30pm), Live Music, Silk Street Car Park (Centre of Town), Leek, Staffs. ST13 6HX. From 11.00 am. Tel. Steph 07817 429616, Stu-07989 625115 or see FB.

27 Zoo Zoo, The Blues Kitchen, 111-113 Camden High St, London NW1 7JN. 9pm-3am (free before 10/£5 after). Big Boss Man & support live DJ Dr Robert + Guest

27-29 Stagfest 2, Mansfield Town Scooter Club, at Mansfield Town Football Ground. Call Andy 07814 020305.

27-29 Welwyn Stags SC, Charity Weekender £15 on the gate. Camping. Live bands, djs, games, showers and burger van. Welwyn Football Club Hens Lane, WGC AL7 1TA Herts. Info call Stuart 07786 966702.

27-29 Margate Mod/60's Weekender, feat The Rifles live + more TBA at The West Coast, 3-5 King Street, Margate CT9 1DD. www.newuntouchables.com

27-30 Kelso National, Scooter Rally #3

29 Suited and Booted, alldayer. Avechurch FC. Full day of music and live bands

29 Inbetweeners SC, Open Day, Burslem Golf Club, Stoke on Trent. From 12 noon through till 1am Live bands, Food, DJs, Scooter Stalls, Kids entertainment Info Ed Jones 07909 531135 or www.facebook.com/groups/inbetweenersSC/

JUNE

2-5 Vespa World Days, St. Tropez, France

3-5 SWSC Hayling Island, weekend

3-5 Suffolk Smugglers SC, 4th Run To The Rum Rally. LTAA, Leiston, Suffolk IP16 4DQ

3-5 Redcar scooter rally, Redcar RFC. More detail on Facebook page.

4 Unit 7 Charity Fun Day, Rostance Edwards FC, Somerfield Road, Bloxwich, WS3 2EJ In aid of Macmillan.



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TENBY



SCOOTERING

B.S.R.A. 2

EVIL TURKEYS

RUDE SOLES

THE RIFF

SKACASM

APRIL 29 - MAY 2

WELSH NATIONAL SCOOTER RALLY 2016

THE DEVALENCE - UPPER FROG STREET - SA70 7JD
TENBY RUGBY CLUB - UPPER FROG STREET - SA70 7JD

THE DEVALENCE: LIVE MUSIC & DJ's
FRIDAY: EVIL TURKEYS, RUDE SOLES (Steve Foster & Irish Lyn)
SATURDAY: SKACASM, THE RIFF (Terry Walters & Moz)

TENBY RUGBY CLUB: DJ's
FRIDAY: RETRO ROOM (Paul Davies, Dylan Williams & Mark Taylor)
SATURDAY: RETRO ROOM (Nigel Graham, Ken Dunn & Lee Davies)
SUNDAY: END OF RALLY PARTY

RIDEOUT & CUSTOM SHOW
SATURDAY AFTERNOON: RALLY RIDEOUT AROUND PEMBROKESHIRE
SATURDAY DAY: CUSTOM SHOW & PARTS FAIR in the Devalence

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PAYPAL: Please send as GIFT to mail@mojoking.co.uk
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RECOMMENDED: Campsite is Whitewell Holiday Park, 3 miles outside Tenby but has Brilliant Facilities & a BAR! (Coach will be running all day from Whitewell Holiday Park to town from 3pm Friday 29th)

CLUB DO's & EVENTS

4 Inbetweeners SC, do at Burslem Golf Club, Stoke on Trent. DJs playing Motown, Soul and Ska, £2. Info Ed Jones 07909 531135 for details. www.facebook.com/groups/inbetweenersSC

4 Mousetrap Psych Allnighter, Orleans 259 Seven Sisters Rd, Finsbury Park, London N4 2DD (10pm-6am). Primest Garage/Freakbeat and Psych on the planet! Resident DJ Dr Robert + guests www.newuntouchables.com

10 Alley Club Northern Soul Fridays, at The Corner House, 231 Newmarket Road, Cambridge, CB5 8JE. 8pm-1am, admission £3. facebook.com/thealleyclub Tel. Paul 07914 751502 thealleyclub@gmail.com

10-12 Torbay Mods SC, host Riviera Rally, Liverton RFC, Devon. **EVENT CANCELLED**

10-12 Lancashire Scooter Alliance, Weekender 12. Coast Riders Diner, Cropper Road, Blackpool, FY4 5LB. DJ's, Live bands (tbc), stalls, custom show and camping. Tickets £15 adv for the weekend, or £25 otd. Camper vans and caravans £20 extra

10-12 Breckland Buccaneers, return of the Forest Run. Gates open noon Friday, £10, free PSD for first 50 scooters. The Marksmen and Extons play Fri evening, Custom show Sat afternoon. Dekkertones plus one other playing Sat evening. Thetford RFC. Info tpower160@gmail.com

10-12 Sun Run 6, Allemans du Dropt, 47800, France Paddy Smith presents the sixth 'franglais' rally. Find us on Facebook or Email: paddy.smith.sales@gmail.com

10-12 Yorkshire Beerpigs SC, and Featherstone Spartans SC present Ratrun 5, Johnny Boy Friday night, Saturday The Guttersluts, Sat night The Skatoons, top rally DJs. £10 for the weekend, all the usual rally stuff going on. Contact Toppa 07853 921333 Tone 07908 918963.

11 Mousetrap, R&B allnighter. Orleans 259 Seven Sisters Rd, Finsbury Park, London N4 2DD (10pm-6am). Northern Soul, Ska, Motown, R&B and Boogaloo with resident DJ's Chris Dale, Rob Bailey & guests

11-12 Scomadi Owners, weekend. Whittingham Club, Preston. 01772 284444

12 Worcester Parts Fair, Perdisswell Leisure Centre, Bilford Rd, Worcester WR3 8DX. Details - Kev Walsh 07966 265588 Email lcbg2@blueyonder.co.uk

17-19 Big 7 National, Rally #4, Tunbridge, Kent

17-19 Welfen RK 30th Anniversary, Landhaus Großes Meer, Am Meer 1, 26624 Südbrookmerland, East Friesland, Northern Germany. See FB WelfenRK

17-19 Cyder Commandos SC present Moorland Mayhem, Buckfastleigh RFC. TQ11 OBL. Live music, daytime activities and much more. deborah.latimer@bt.com for details or tickets.

24-26 Euro Lambretta, Geiselwind, Germany

24-26 Isle Of Man, Scooter Rally for details contact Barry 0151 3568384 or 07940 915190

FB Page: Isle Of Man Scooter Rally.

24-26 Margate Mutiny IV, hosted by South Coast Pirates SC. Two Chimneys Holiday Park off the A28. CT7 OHD

24-26 Haworth 60's weekend, West Yorks. scooters welcome. See FB for details

24 Shoreditch Got Soul, Blues Kitchen, 134 Curtain Rd, London EC2A 3AR. 9pm-2.30am (free before 9/£6 after) Live Soul Revues, DJ Dr Robert + Guest. www.newuntouchables.com

25 Totally Unstable SC, 5th alldayer. Live band Big 10. From 12 noon, Camping available

Tickets £10 Adv / £12 Otg Ely City FC, Downham Road, Ely CB6 2SH. iinfo@07740760434 or FB

JULY

1-3 Buchan Coasters Run, Newburgh Golf Club, Beach Road, Newburgh, Aberdeenshire, AB41 6BY

1-3 Shed Rally, returns...

1-3 In The Blood SC, scooter weekender. Bordon & Oakhanger Sports Club, Bordon, Hants. GU35 9HG. Info Biscuit 07841 037579

1-3 Vale of the White Horse, rally. Pewsey, Wiltshire

2 Zoo Zoo, Blues Kitchen (Shoreditch), 134 Curtain Rd, London EC2A 3AR. 9pm-3am (free before 9pm/£10 after). Live bands and DJ Dr Robert + Guest. www.newuntouchables.com

2 Wimpson Old Boys 4th Annual Alldayer, at the Saints Pub Millbrook Southampton. The line up is The Shades, Butterfly Collective, Mighty Shrimp and Hattie Jaques with DJ Lee Elliott. Free admission. Tel. Dean 07519 785213

8-10 Cleethorpes National, Scooter Rally #5
8-10 Guernsey Imperials SC, rally (see main advert)

8-10 Bad Samaritans SC, present Get Outta Dodge, Glen Hotel, Arranmore Island, Atlantic Ocean, Donegal, Ireland. €10 ferry deals, campsite, 2 rooms of sound, B&Bs, stunning location, full details Facebook GOD 16. 9th year running. Only €10 for the weekend

8 Brixton Got Soul, Blues Kitchen, 40 Acre Lane, Brixton, London SW2 5SP. 9pm-2am (free before 9/£6 after). Live Soul Revues. DJ Dr Robert + Guest. www.newuntouchables.com

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CLUB DO's & EVENTS

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Ride out @ 12:30pm to The Pavilion Centre, Red Cow, Naas Road, Dublin
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*Line-up details may be updated at any time prior to the event

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2016

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CLUB DO's & EVENTS

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2 DAY EVENT

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CLUB DO's & EVENTS

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TXXR Chopper

If anything proves scootering and scooter customising is a global phenomenon, it is the myriad of machines that are created in all corners of the globe.

The 'unusual' chopper you see here is the work of two friends Sahari Bin Kamari and Wak Arrey. They are from Malaysia and build one-off offerings under the banner Transparent X Motor.

You may remember some of their previous builds which were featured in *Scootering* magazines from October 1999 and July 2008, respectively. Starting with a well-used and abused Servetta 150cc base (that came with a DL200 engine), the Malaysian stylists drew up the TXXR Chopper idea.

Now unlike our country where many custom parts are available off the shelf, they had to use what was locally available. Also due to lack of funds they had to do all of the work themselves and adapt parts to fit and work when needed. After the frame was taken down to a bare tube, a centre bar was fitted to hold a tank from a Yamaha Virago 250cc. The standard forks were then extended by five inches.

After this they did a lot of sheet metal work making a belly pan, seat unit, horn-casting shroud and front and rear huggers. Where possible they incorporated Lambretta parts such as the rear light and grill. To keep the flow, a banana seat and backrest were fabricated to fit just after the tank. They also plated out the forks, and adapted some small cc motorcycle handlebars to fit the Lambretta stem. It reminds me of the over the top monster cruisers built by Orange County Choppers!

Engine-wise the 200cc block was cleaned up and rebuilt. Its Italian iron cylinder was then ported to take a 35mm Dellorto carb and a high level 'Wak Arrey' expansion chamber. This is an amalgamation of several pipes with copper muffler and brass fishtail. According to them, this set-up provides a very impressive 84.5mph. Other donor parts include an auto-moped modified front disc brake, a Yamaha sidestand fitted to the block, a Honda Phantom headlamp and a Honda 'clunk' gear-







SCOOTER DETAILS

Scooter name: TXXR Chopper
Name of owner: Sahari Bin Kamari/Wak Arrey
Club: Malaysia Lambretta Club.
Age: Born after the 2nd World War
Designed and built by: Transparent X Motor.
Time to build: One and a half years.
Scooter model: Serveta 150cc.
Engine: DL 200cc, ported iron block and Dellorto 35mm carburettor. Exhaust mostly hand-made with copper brass silencer.

Frame modification: 99% modified and still used Lambretta original extended front fork and higher handlebar. Modified front disc brake on the left but drum brake is still untouched which means that both brakes can be used together. Right hand sidestand to support the bike as the right side is heavier than the left due to the engines. Yamaha Virago tank, Honda Phantom headlamp, foot gear change with rear brake paddle.

Top speed: 84.5mph.

Anything else: It took two weeks to get used to riding and handling the bike.



“ Due to lack of funds they had to do all of the work themselves and adapt parts to fit and work when needed ”

paddle with matching rear brake lever. The front braking is 'interesting', as although they have added a hydraulic disc; this has been done directly to the existing drum hub. Asked why, the response was: "As the drum brake is still untouched it means both brakes can be used together." Good luck! Finally, they had their build painted in gold and green with red detailing.

Apparently their next project is a 'built-in' sidecar attached to the 'Chopper'. The sidecar would have its own engine, so could be driven independently from the main chopper. In the words of that other extravagant motorcycle designer, Paul Teutul Snr: "If there's one thing I know about building a motorcycle, it's that you have to have a motor."

Dave O.

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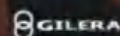
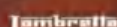
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The Scooter Museum

In an old barn somewhere in Sweden...

The next time you visit Sweden, why not forget the classic tourist traps and set course to Kinnekulle just outside Lidköping. In an old sheep barn some classic scooter treasures await...



Main image: The Maico Mobil scooter. The most extreme scooter of all! And this one has only done 8000km. **1:** Lambretta LD 150 with sidecar. Original patina, as you can see, and ready for the road! **2:** In the background hides one of the few surviving examples of the Swedish-manufactured Svalan scooter. This one is just off from the factory line, manufactured in 1954. **3:** The Vespa SS 180, nicely renovated and modified.

Svante Jönsson is a well-known name on the Swedish scooter scene. He is renowned for his love of classic German scooters and for beautifully restoring them. Svante has also been a very successful participant on the scooter racing series in Sweden. He has won many races with his enhanced Zundapp Bella, beating a horde of crazy tuned Vespas and Lambrettas.

Svante has channelled his passions, enabling him to locate and buy a number of scooters during recent years. His scooter collection has been growing continuously and finally something had to be done about his busy and overcrowded garage.

Then, as luck would have it, Svante's dream came true and he had the opportunity to buy an old sheep farm with 600sq m of space. This barn was located in the middle of idyllic Kinnekulle, between Götene and Lidköping in Västra Götaland. Together with his partner Anna-Karin and his friends Joakim Smedberg with wife Petra and Dawid Nyberg they decided to hatch a plan.

This plan soon became an idea to do something more than just to have a bunch of scooters under a roof, and soon the ideas grew stronger into what they all agreed was the right thing to do. The barn would be transformed into Sweden's first, biggest and only Scooter museum!



4: The only front wheel driven Vespa in the world! Built by the phantom of two wheels from Linköping, Mr Ola Backer. **5:** Lambretta SX 200. Built and driven back in the late Sixties by a Mod from England, who nowadays lives in Sweden. **6:** Scooters from the east! Two different lines of designs, with the Czech attempt looking like a spaceship (by Jawa) in the front. **7:** Lambretta 150 D, one of Innocenti's finest. **8:** View over the old workshop. The mechanic seems to have gone home but the Maico is still waiting to get its repairs.

They did not waste any time and started to renovate and adapt the barn to a more welcoming and people focused environment. In spring 2013, the gang were ready and the gates were opened; it soon became a big success.

After the first season they decided to make some improvements, one of which was to open a small and friendly cafe for its visitors. One particularly delighted visitor said: "Well, now it has everything!" In the first season, visitors had the opportunity to enjoy 25 classic scooters. Today the exhibition consists of more than 50, both inside and outside of the museum.

When we visited the museum we were lucky enough to have a little chat with one of the people behind this fantastic experience, Joakim Smedberg.

"The exhibition consists of both our own scooters and contributions from fellow scooterists in Sweden," he says. "They are all happy to lend us theirs truly so that our visitors can enjoy their pride and joy."

"When we started the planning of the museum one of the objectives was that it should consist of scooters from the whole scene. It's important for us to show the visitors that there is a lot more in the world of scooters than just the Italian brand Vespa."

The museum is open every Sunday from May to September. The entrance is free

and all people who work at the museum are volunteers. Svante, Joakim, Dawid, Anna-Karin and Petra give visitors a tour of all the scooters in the exhibition, then they tell the story behind every scooter as well as serving coffee and hot-dogs every Sunday during the season. The museum has seen over 5000 visitors each season; this is rewarding for everyone involved and testament to their original idea and dream. Today the museum collaborates with the Swedish Scooter Club, which has a special

designated area of merchandise inside. We asked Joakim what he considers to be the highlights in the museum. Among all the fine examples of Vespa, Lambretta and Zundapp Bella, which ones is he most proud to show visitors?

"Well I have to start with the world's only front wheel driven Vespa," says Joakim. "It was built by its owner Ola Backer from Linköping. Ola is truly a scootermaniac, almost as much as Svante! The Rex Röhr Rolletta, manufactured





9: View over part of the barn, complete with Scootering features adorning the walls! 10: The Tram scooter. One of only two known survivors of the Tramnitz brothers attempts to manufacture a scooter. Only 98 examples were manufactured, this one is from 1951. 11: The marvelous Goggo scooter with lit engine space! 12: Don't forget a cup of coffee and home baked cookie when you visit the scooter museum! 13: All the creators of the Swedish scooter museum (Picture: Petra Smedberg)

1952-58 is a Rolls-Royce among scooters. Designed by engineers it has a lot of technical features. It's truly a collector's item around the world today! The next one is truly one of a kind. The ultra rare Svalan scooter, designed and built in Sweden 1954-55. Only 98 scooters were built and it was financially a disaster for its creators. Our model has never been used, it's straight from the factory line; the only brand new one left in the world.

"The Maico Mobil from 1955 is almost a car on two wheels. It has a lot of special features in a design that is unparalleled among two wheelers. This example is untouched in its original condition. The owner has not driven the scooter that much and was not interested in selling it. After many more negotiations he came round to the idea of selling it if the trade would involve a kayak. Finally Svante managed to convince him to sell without throwing in a kayak as part of the deal.

"The Lambretta LD 150 with sidecar is not as unusual as you may think but this

example has a wonderful patina and won best Lambretta LD at EuroLambretta 2008 in Sweden. And then there is the Tram 1951.

"After the Second World War a scooter manufacturing concern started up in Wilster, West Germany. Former petrol station owner Kurt and aeroplane engineer Herbert Tramnitz decided to open a mechanical workshop. In the year 1950 the Tram Motorroller was launched as "the tram from Nordic" but unfortunately this was not successful and was soon forgotten. Only 100 scooters were manufactured and only two are known to exist today. One of them is owned by a big scooter collector in Germany and the other one is proudly displayed at our scooter museum in Kinnekulle."

With a new season just around the corner, the gang are planning even more enhancements to this wonderful museum. Talking to Joakim further we ask him about what new features he might be planning for this season. With a smile on

his face he says: "Wait and you will see when you next visit!"

So there you have it, Sweden's only scooter museum is well worth a visit and maybe every season! This a museum born from a simple idea crafted with care and passion by a proud team of scooter enthusiasts.

They always manage to be creative and surprise their visitors with new ideas and ways of seeing and enjoying more and more rare scooters while enjoying one of their home-baked cookies every Sunday.

So the next time you visit Sweden why not forget the classic tourist traps and visit the scooter museum in Kinnekulle. Doors are open for visitors every Sunday between May and September. All contributions are gratefully appreciated and help keep this fantastic hidden gem open for many more years to come.

Words: Olof Fransson and Joakim Smedberg

Photos: Christoffer Mattsson and Joakim Smedberg

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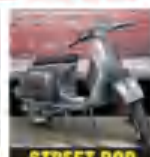
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TUBELESS WHEELS REVISITED

Many riders cite the innovation of tubeless wheels for classic scooters as a landmark product for the scene, so we thought it was time to revisit a couple of options to refresh memories and see if anything can be added to the knowledge pool.

PROFESSIONAL FITTING

You may have already read in Back to Basics how to fit new tyres to one-piece tubeless rims (*Scooter* Issue 311 in May 2012). If you don't have the tools or the time, even if you take your new tyres

to a professional to be fitted there are some points worth looking out for. So for the common good I took my SIP tubeless rims to our local tyre fitting professional, Alan at Shirleys Tyres in Southend-on-Sea,

Essex (01702 468276) who as well as being a tyre supplier and fitter man and boy, is also a scooter enthusiast.

Andy Gillard & Ann Murphy



1. Lube it up – good quality tyre lubrication will make it much easier to break the bead to get your old tyre off as well as for fitting your new tyre. **2 & 3.** Tools – Alan modified this tyre-fitting machine specifically for use with 10in wheels, which means less chance of damaging tubeless scooter rims and also the tyre. Remember, most car tyre fitters won't need a machine to work on wheels this small.

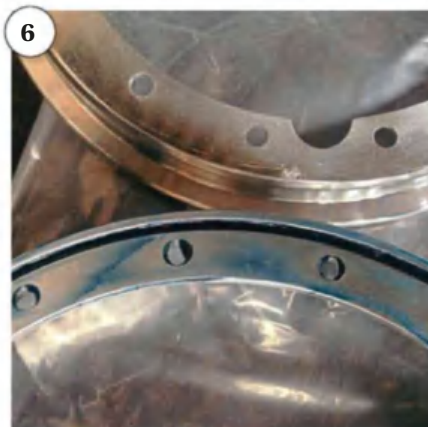


4. Tyres – some are easier to fit than others. In the past I've struggled to fit Michelin S1s even to tubed rims, but Alan found my S83s easy. **5 & 6.** Trim – when some of his customers mentioned that their tubeless tyres were leaking air, Alan noticed that the little mould tags were creating gaps. Alan gently cuts these off with a blade to prevent any gaps forming, making the tyres safely air-tight.

PINASCO SPLIT RIMS



1. Pinasco introduced their split tubeless rims for Vespas in late 2013, then during 2015 they updated the design and gained TUV approval in Germany. 2 & 3. I've been using the original Pinasco design split wheel (above middle) on my PX for a couple of years now with no problems whatsoever, and have recently replaced the rear wheel with the new design (above right) for further testing. Due to their split rim design, home fitting is very easy with these wheels.



4. First apply some grease to the valve and pull it through its hole in the rim. I used a car trim tool here to apply even pressure. 5 & 6. The two halves of the rim are sealed using a rubber O-ring which is greased and then laid in the groove before the wheel is assembled. Pinasco suggest the O-ring is checked every time you change the tyre, and replaced every 10,000km-15,000km. By the way, being a split rim, you can easily fit an inner tube if the tyre is punctured, just remove the valve.



7. While fitting tyres to split rims is relatively easy, getting a tight bead right on to the rims is made easier with this tyre tool from Lambretta Re-Store. 8. The new TUV approved wheel rim has extra fixings holding the halves together – 10 Allen bolts and nuts – and serrated faced nuts to the hub. 9. Don't forget to torque it all up! VE UK are the importers of the Pinasco split tubeless rims which retail at £73.88 for the plain alloy and £85.22 for coloured options.

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GENUINE GP200 ELECTRONIC? ... A PEAK IN YOUR LOOM IS REQUIRED

In recent years we have been treated to an ever increasing amount of Lambretta production information, bringing us previously unknown detail of better known models and introducing us to wholly new models (e.g. LI Series IV and oddity SX/LI150 Special) that have slipped by us over the years, with little or no documentation. Adam Winstone writes about another anomaly that's recently come to light.





Above left: Original December 1970 GP200 Electronic battery version wiring loom showing the additional in-line brown wire spliced into the green ignition wire.
Above right: Checking the extension.

While these new models quickly spawn new clubs and websites, with followers sharing valuable information on specification and features, it can inadvertently lead to the misconception that we know all there is to know about those older models that we are more familiar with. However, every now and again something comes to light that is news to us all.

Wired...

Jem Booth (long-standing Lambretta expert, racer and master restorer) is the source of the initial shared insight that has led to this feature being written and to this unknown feature being brought to the attention of the masses.

Many years ago, while looking to purchase an original GP200E loom, or faithful reproduction if necessary, I made contact with Jem as his knowledge of Lambretta electrics, switches and specifications is second to none. Unable to source a NOS or used original loom, a reproduction loom was supplied by Jem and I had him recondition my ignition switch, steering lock and toolbox lock at the same time.

Fast forward a year or so and I run into issues with the original ignition switch on my Innocenti points GP, many of thousands of miles previously upgraded to run on an original GP200E ignition kit, developing a fault and needing to be bypassed (green from loom unplugged from original CDI), allowing it to run perfectly but losing the ability to kill the ignition via the key switch. Unhappy with bypassing the switch, I decided that I would fit the ignition switch that Jem had

reconditioned for use on my Electronic (as of yet unrestored), which returned the bike to full key function and reliable running. Well, reliable for a month or two, then the same bypass was required for this switch too as it had also developed the same fault that the previous original switch had suffered.

Discussions with other owners of restored GP200E models suggested that failures of expensive original transducers (CDIs) and/or ignition switches are not uncommon, which on the surface of it seems to support the historical claims of this electronic ignition system being somewhat unreliable, even though mine had served me very well for at least a decade before my first switch failure. With this in mind I got back in touch with Jem to inform him of my reconditioned switch failing and to see what light he might be able to shed on my issue, and it is at this time that things took a turn for the unexpected!

It transpires, as luck would have it, that the original loom that Jem had stripped the sheathing from, to measure all internal wires and map the routing of, in order to reproduce SIII looms, was none other than a NOS GP200E loom that had come from an old Lambretta dealer's stock. Considering the percentage chance of picking an original and extremely rare GP200E loom to strip, rather than one of the millions (literally!) of points looms in circulation, it seems as though this 'chance' was simply meant to be.

Now fast forwarding a decade or so, I find myself being co-author of a feature on GP/DL model paint specifications, working with Michael Green and Preston Hall to share research and writing of the feature (*Scooter* magazine, edition 324, June

2013 called 'Seeing Red and Challenging the Establishment'). Some time after publication of said feature, Michael got back in contact with me to ask whether or not I had any insight as to an issue that we was having with an original 6v GP200E system that he was considering using.

Over to Michael...

Hidden secret of the Lambretta GP/DL200 electronic wiring loom

Since working on the 'Seeing Red' article with Preston Hall, Adam and Michael have kept in touch mostly to update each other on anything new that surfaces concerning their beloved Lambretta scooters. One such communication has sparked a quest to unearth information about a unique addition in the wiring loom fitted to the GP/DL200 Electronics.

Knowing that Michael still had the original battery version wiring loom fitted to his GP200 Electronic, Adam happened to say "You do know about the strange addition to the wiring loom?" Michael's immediate reply was, "What strange addition?" Not wanting to give anything away, Adam suggested that the loom was carefully examined near to where the green ignition wire sits under the petrol tank. Intrigued to say the least, Michael began to carefully inspect the 40-odd year old loom starting where the green ignition wire exits the loom to go to the red Ducati CDI. Fortunately, a little further down the loom the black outer sheathing was broken. With careful manoeuvring the green wire was exposed to reveal a crimped section of brown wire spliced into the green ignition wire. A picture of this brown wire was sent to Adam who confirmed that it was exactly the same



Electronic wiring diagrams included with the kind of permission of Scootopia.

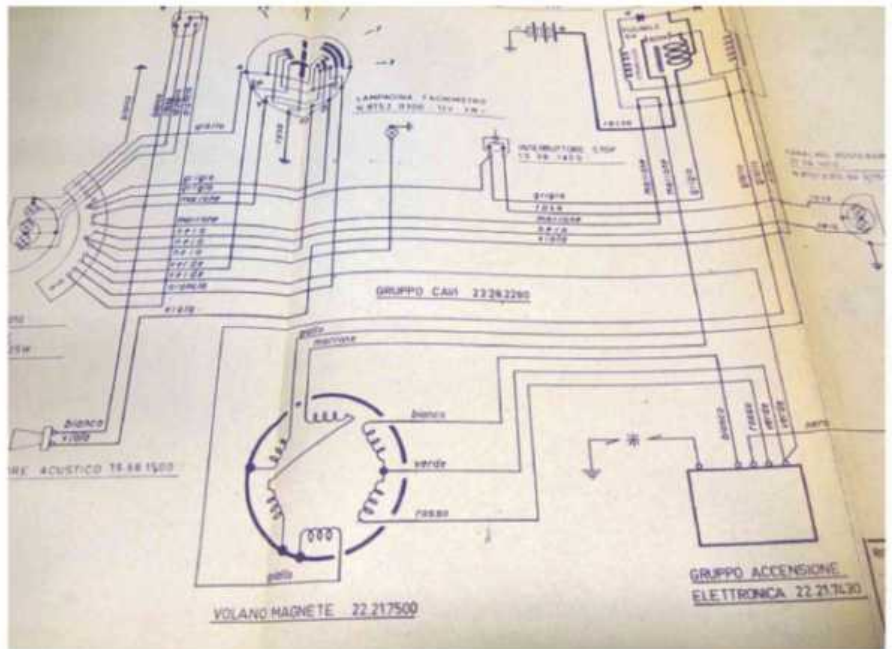
thing that he had seen on a genuine Electronic loom owned by Jem Booth; same connectors, same brown wire and same position in the loom.

If by chance you came across this spliced wire the first assumption might be that it was there because the green wire had become broken or damaged but to now know that two original Electronic looms have the same feature, identical in every respect, would indicate that this is not a repair. Clearly this additional piece of wire was manufactured into the wiring loom, but for what purpose?

The first and immediate question was about the purpose of this brown wire. The difficulty is not having any reference points. As far as we are aware the presence of this brown wire has not been documented in any Lambretta book or discussed on any Lambretta forum. Unless you dissected the loom you would not know it was there and even then you would probably think that a repair had taken place.

The first task was to closely examine the brown wire. Clearly the thought of cutting out the wire to test it was not an option. However, visually the brown wire is very slightly thicker than the green wire it's spliced into. It appears from where it's crimped that it's made of strands of wire as opposed to being a single core. As can be seen from the picture the elongated connectors were covered in black insulation tape.

Our immediate thoughts about the purpose of the brown wire were that its purpose is to cope with a surge in current that would otherwise damage or blow anything in the ignition circuit e.g. the ignition switch and/or the CDI unit. That being the case it would be made of some type of resistance wire that 'soaks up' excess current turning into heat or attenuating it for gradual release into the circuit. With the multimeter connected to the brown wire there was a resistance reading of over 30 ohms. Adam's initial



thoughts were that this reading was quite high and that perhaps over the lifetime of the loom the brown wire has functioned as intended by soaking up spikes in current and generating heat as part of the process. Over time, this might have affected the brown wire causing a higher resistance reading.

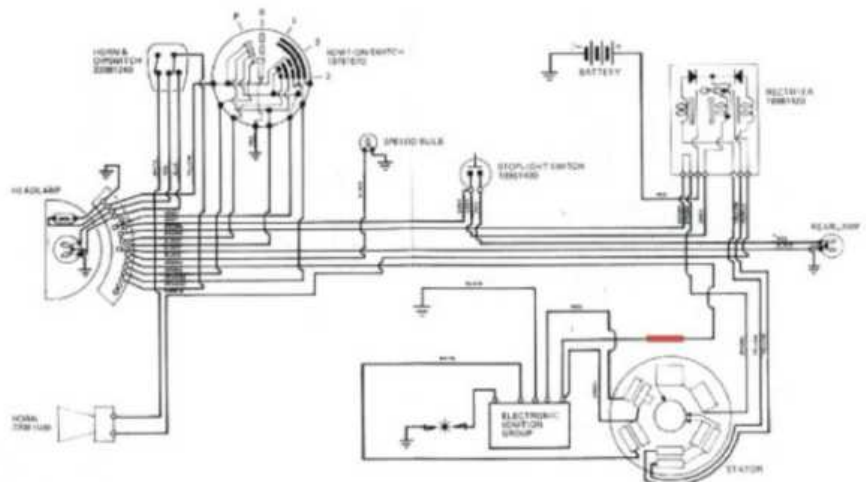
We both began talking to auto electricians but as might be expected they couldn't offer much help on a 40-year-old Lambretta wiring loom other than to confirm that the brown wire was indeed a ballast resistor designed to protect equipment on the ignition side.

The next question was whether or not

the brown wire was part of the original design specification for the GP/DL200 Electronic wiring looms. By chance, Scootopia released on their website a set of original Innocenti blueprints of GP/DL Electronic wiring diagrams for both battery and non battery versions.

These blueprints unearthed by Scootopia had previously not seen the light of day. Interestingly the date on the blueprints is September 10, 1969, which is remarkable in itself as the DL200 Electronic did not appear on the Italian market until May/June 1970 and the GP200 Electronic was not released in the UK until March 1971.

KEY:
This is approximately the position of the resistor brown wire insert in the green wiring of the ignition system, with the green wiring going to the Electronic Ignition Group (transducer or CDI) at one end and the ignition switch (via headlamp junction box at the other), noting that the switch is the common failure point if a reproduction loom is fitted (without the hidden/unknown resistor insert).



We both looked with interest to see if the diagrams showed the additional in-line piece of wiring but unfortunately there is nothing other than a solid green ignition wire. However, as previously mentioned, the date on these blueprints is September 10, 1969, and it is feasible that as Lambretta tested the new electronic ignition system, problems might have been encountered with the ignition circuit.

This would have prompted the change in design of the electronic loom to include the resistor wire as a means of solving the problem. If that was the case, the wiring diagrams were probably not updated as by the time the DL200 Electronic was being produced in May/June 1970, the writing was on the wall for the end of Lambretta production at the Milan factory. Alternatively there could be a set of updated blueprints showing the brown resistor wire just waiting to be unearthed!

Another difficulty facing us was that physically we only had the one electronic wiring loom. A stroke of luck then came from a request on the LCGF forum for anyone that might just have an original electronic wiring loom "kicking around in their shed". We knew it was a far cry but amazingly a guy who was just restoring a DL200 Electronic got in touch to say that he still had the original electronic loom and yes it was kicking around in his shed and yes we could have it. The frame number of his scooter showed it to be an early DL200 Electronic – within the first hundred that were made.

This was great news as being one of the very early DL200 Electronics we would be able to find out if it too had the brown wire as part of the loom. Added to that, we would then have both a battery and non battery genuine Electronic wiring loom, one from an early production DL200 Electronic and one from a late production GP200 Electronic.

When the loom arrived the black outer cover was carefully cut back and sure enough, the spliced brown wire was there, same length, same position and same connectors. We now felt sure that the brown resistor wire was designed by Lambretta from the outset and not added because of problems encountered with the electronic ignition systems on the very early DL200 Electronics.

Another interesting fact was that the ohms reading on the section of brown wire for the non battery loom was the same as the battery version loom (over 30 ohms) indicating that the wire was probably designed to have a high resistance.

This third original loom that we've had access to shows that all have the insert spliced into the green and connected with the same two crimp terminals, which has



Original wire with original connection.

been brought to our attention as 'best practice' in such applications as soldered joints can introduce a failure point when exposed to repeated electrical spikes, or the heat that can result. Close inspection of the insert revealed that the outer insulation is printed with the text FMC MILANO 105°C. While a quick internet search failed to find any immediate results for the specification of this wire, FMC MILANO is commonly marked on vintage lighting electrical cable. Obviously, the Innocenti-Milano connection cannot be ignored (more research required).

To further support the importance of the brown resistance wire, Adam had experienced an unexplained malfunction in an ignition switch which was part of an original Lambretta 6v electronic ignition system but minus the original wiring loom. Could it be that the ignition switch suffered because the wiring loom did not incorporate the resistor wire?

The next line of thought was to go on line and see if there were any forums that might help. There is a thread on the MG owners club about ballast resistors being incorporated in 1960 and 1970 cars. There was also a reference on an American aviation site where some guy was converting the electrical system on a 1947 Bonanza aeroplane which had 6v instruments. The 6v wiring loom needed a 30 ohm resistor to stop the instruments from burning out.

Adam then followed what seemed like a very useful lead on a Moto Morini forum (www.motomoriniclub.nl), however, the Moto Morini specialist confirmed that his original looms did not contain this additional resistor and that, although using a very similar ignition system, the range of original transducers used was slightly different. Enquiries with other Moto Morini clubs and Ducati Bevel groups indicated that they were completely unaware of any remote resistor that might be present in their original looms.

Beyond that we have been unable to find anything that has been of help in enabling us to gain a greater understanding about the brown resistance wire. We are therefore still left with some important questions:

- What is the brown resistance wire made from?

- Is the length of the brown wire crucial? We know that the resistance of the brown wire is 30+ ohms. Did Lambretta calculate that a resistance figure of 30+ ohms was required to protect the 6v ignition system?
- Is the position of the brown wire in the loom crucial?
- Are there implications for people restoring GP/DL200 Electronics using the original 6v Ducati ignition system with a reproduction wiring loom? As reproduction wiring looms for the GP/DL200 Electronic do not contain the resistance wire added to the green ignition wire, could help explain reports of ignition switches and CDI's that have stopped working when using the original Ducati electronic ignition set up with a reproduction wiring loom.

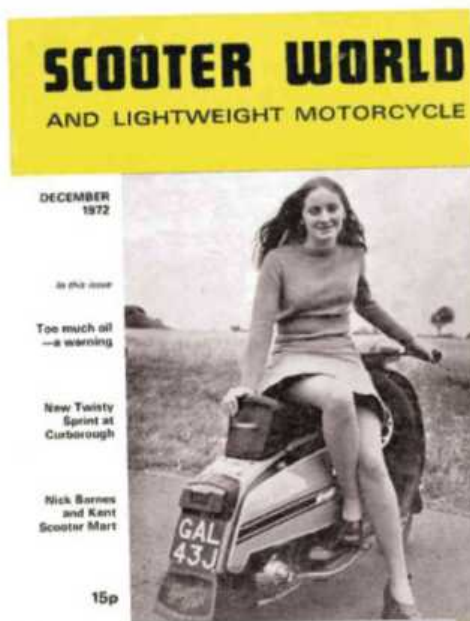
Back to Adam...

Update

Frighteningly, initial research and that first proposed draft was produced in 2013 but that is not to say that we've been idle since. Indeed, far from it! During the intervening period we have done endless hours of research, sourcing as much original documentation as possible and



"ROYSPEED TRANSISTORISED IGNITION KITS COMPLETE (Genuine GP) – exchange F/Wheel & Stator"... but note no mention of requiring a 'special' loom, but would that put any bike upgrading at increased risk of premature component failure.



Far left: Nice example of a GP200E on the cover, with the following adverts giving period insight into this new and revolutionary ignition technology...
Left: "New Lambretta Grand Prix 200, Full Transistorised Ignition." **Above:** Great image of the upgrades available from ROYSPEED, with a keen eye spotting the GP200E flywheel and CDI visible on the shelf.

following up all sorts of leads with electrical engineers and scientists that might be able to help us.

While we have been unable to identify exactly what the resistor wire insert is made of, as the destruction testing (!) offered to us was less than ideal for such a rare component, all those that we have broached the subject will confirm that this feature has been introduced to protect the ignition components from damage resulting from spikes in the ignition circuit, which could otherwise damage the rare and expensive CDI, stator or ignition switch. Yet, all have been surprised by the high resistance of such a short length of resistor wire, which would typically return a value of approximately 1.5 ohms per metre in common automotive applications (compared to 30+ ohms over 10cm of GP200E insert).

With no easy answers from other sources, we have had to turn our minds to what we do know and what might be learned from considering similar Ducati Elettrotecnica systems (note that Ducati Elettrotecnica is the parent company and does not necessarily mean 'electronic', hence you also find this name on all Ducati SIII points stators).

The likelihood is that anyone trying to source an original GP200E CDI has found that the similar 323904 item (fitted to a range of models/marques) is much more common, still rare and expensive though, than the 323901 item fitted to the GP200E. The 323904 item also, obviously, differs to the Lambretta item as it has a brown earth wire, whereas the 323901's is black, however, any internal differences are not apparent to the naked eye.

As many of you reading this will know, the Ducati 12v electronic ignition systems used on Vespa PX, T5 and PK models, the Ducati electronic ignition produced for AF Rayspeed, the copycat electronic systems used on later SIL GPs and the BGM aftermarket system, typically use a four-pin CDI too, however, those tested do not return a resistance value when measured across the two green terminals, which would not suggest that these incorporate an internal resistor.

Could this imply a different method of attenuating ignition spikes for the 12v systems or could it be that the different wiring of the two systems' LT coil (GP200E earths through CDI, 12v earths direct to stator) require or negate the need for a remote resistor? From the 12v systems available to use, we have not found any resistor feature, either in the CDI or in the loom... however, failure of switch or CDI is not unheard of when using the 12v system, although frequency of failure appears to be much lower.

Conclusion

The last issue that we are left scratching our heads about is why later 12v systems do not appear to have any requirement for a resistor 'in loom' or 'in CDI'? It is worth further consideration of whether the different earthing of the LT coil (12v through stator, 6v through CDI) imposes additional loading, or spikes, on the 6v system's other components and whether the addition of 30 ohm resistor within the loom is simply delaying the eventual failure of components (NB: I had been running the later 323904 reliably for decades before suffering repeated switch failures)? Perhaps the

earthing of LT coil immediately to stator on the 12v system protects the system in a manner that the early Ducati system was unable to do?

As you may have gathered, Johnny Nash does not have the monopoly on there being 'more questions than answers' but by bringing this unknown feature, hidden under the sheathing of the few GP200E looms that may have survived, to the attention of the masses we hope that we may encourage a response from those able to contribute. Indeed, we may find that the much maligned GP200E ignition system only gained a reputation for being unreliable as, in most instances, it was being used on machines that had not upgraded to use an original loom, containing the additional resistor required for component protection. Indeed, with none of the reproduction looms featuring (currently) this component, and period upgrade kits not supplying an original GP200E loom, it makes sense that so many of us have run into failures.

Who knows, with the right feedback to this feature, we may even find that components can be sourced to provide the original protection offered by the genuine loom, or even that genuine specification looms can be remanufactured for all those that want to protect their electronic systems?

Adam Winstone (ORRSC, LCGB, French Line)
Michael Green (LCGB)

Thanks to Jem Booth, Scootopia, Wesley Ramm (endless questions) and to Scootering for publication. Please contact Scootering with feedback to this feature.

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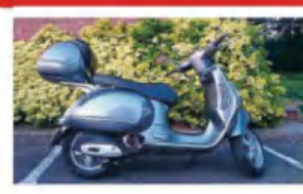
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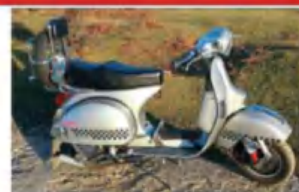
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superb Vespa T5 Millennium, 1999, 125cc, new MoT, only 5500 miles, excellent runner, Special Number Plate V66 MOD, £3550 Tel. 07912 163885.

VESPA VBB



125cc, fully restored, has been fully restored two years ago, 1961, MoT until March 2016, £3500 Tel. 07921 106623.

WK BELLISSIMA 125



auto scooter, 2014, 64 plate, automatic 4 stroke, very low mileage, little use, as new condition, with screen & top box, £1100 Tel. 01793 721306. Swindon

YAMAHA MAJESTY

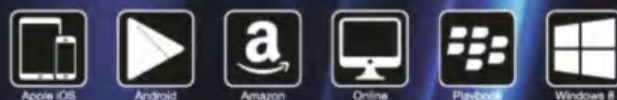


YP 400cc, immobiliser, service history, top box, low mileage, MoT May 2016, vgc cash on collection, £2000 Tel. 07403 763971. West Yorkshire

SCOOTERING

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Automatics

HONDA LEAD SCOOTER has a delicate traces of use, just kickstart works because the battery is weak, after replacing the battery burns well with a button (the cost of a new battery is some £20), with top box, MoT September, £360. Tel. 07854611194. Bourne-mouth.

RALEIGH ROMA model RS2, 1962, original British motor scooter V5 and all manuals handbook included, £1600. Tel. 07757 398764. Hampshire.

TGB R125X black/white 2015, one owner excellent condition, 690 miles only, can send pictures, £1200. Tel. 07930 817186. Leics.

WK BELLISIMA 2013 plate, fully serviced, very good condition, 6932km (4200 miles) brilliant to ride, offers around £500. Tel. 07549 259406.

Lambretta

LAMBERETA 150D needs very little work, all complete, 1958, all new parts, had it for 48 years, OG green log book only one entry, much money and time spent rebuilding this never to finish or get to ride it, call for details, £3500. Tel. 07813 947415. Wiltshire.

LAMBRETTE GP registered as 125, 186 engine, Ochre, recent restoration, professionally rebuilt engine now 186, new stand cross member and stand, done by Rayspeed, new seat, tyres, wiring loom, cables, front rear light, front hub rebuilt, new wheel bearings front and rear, £2500. Tel. 07585 425122. East Yorks.

LAMBRETTE GP200 total rebuild from top to bottom, it was in white but now it's red and white never been on the road, have spent a lot of money on this bike, £2100. Tel. 07506 416527. Norwich.

LAMBRETTE GP200 gun metal grey & white (stove enamelled) full bodywork GP everything restored/replaced & numerous improvements, £3000. Tel. 07410 133432. Leics.

LAMBRETTE J50 SPECIAL 1972, needs to be registered in UK, no MoT, needs inline fuel tap installed (minor job) apart from these small points it's immaculate, £1250. Tel. 07814 961671. Inverness.

LAMBRETTE JET 200 very tidy & straight scooter, it runs a Rapido 200, 30mm Dellorto, AF Clubman electronic eg three vgc S1 tyres, new seat, bodywork very good paint work (pale green) comes with full MoT, reg is worth over £600, £2950. Tel. 01536 525492 after 6pm.

LAMBRETTE J50 Deluxe, Italian import, comes with Nova & dating certificate, 1968, complete, engine turns over with spark, original colour is still under the paint (blue), easy resto £749 or swaps, can be delivered anywhere in UK, looking for Vespa V 90. Tel. 01664 668749.

LAMBRETTE LD150 MK3 winter project, 90% blasted back to bare metal, was UK registered, but comes without paperwork, needs only a handful of part to complete, buyer collects. Tel. 07449 463664. Tyne & Wear.

LAMBRETTE LI125 Series 3, brand new AF175 KIT, big bore exhaust elec ignition, MoT to Aug 2016, incl front rack, spare wheel etc reg as 125cc, £3150. Tel. 07933 138462. Surrey.

LAMBRETTE LI150 225cc, JB tuning, 30mm carb JL pipe front disc tubeless rims, BMG front back shocks, Blanco white, blue, £3250 ono Tel. 07831 195279. Essex.

LAMBRETTE LI150 Special cutdown, comes with new BGM rear shock, new rear hub, new levers still in the box, AF tubeless rim & tyre, auto front end handle like a dream, V5, £1200. Tel. 07939 007493. Surrey.

LAMBRETTE SX150 late 1968, unrestored SX150 late model with clip on panels, starts & runs ok, been running it for last 12 months, V5 in my name, photos on request, if you want any more details please ask. Also looking for a TV200, £3500. Tel. 07976 723877.

LAMBRETTE VEGA 75S a beautifully restored and original Lambretta, Casa alloy barrel, varitronic ignition, metallic silver, photos on request, £3500. Tel. 01452 731776. Gloucestershire.

Lambretta Parts

JET 200 FRAME good condition, clear numbers 500, includes rear mudguard, good start for a project, £795. Tel. 01922 458228.

LAMBRETTE ACCESSORIES all the following are off a GP front rack, £50. Front crash bars, £50. Cuppini back rest, £40. 2 in 1 rear rack, £70. Chrome spare wheel plus tyre and tube, £40 Tel. 01264 354863. Hampshire.

LAMBRETTE GP Sprint rack, perfect condition, rack was on GP, only reason I am selling this item is that I have got a 2 in 1 rack now, £20. Tel. 01264 354863. Hampshire.

LAMBRETTE LD150 frame only, excellent condition, no forks, £200 buyer collects, also front legshield needs work, £50 buyer collects. Tel. 01255 424188; 07715 408838. Essex.

LAMBRETTE PARTS: all Series 2, legshields, £100; rear runners, £30; complete front hub, £2; front mudguard protector in chrome, £15; rear rack, £25; two single seats in white/blue piping & Lambretta sewn in unique, £125; frame may be available? Will split or sell as a lot, please phone for details, £320. Tel. Gaz 07702 368137. Rotherham.

LAMBRETTE PARTS 225cc cast iron barrel, head and piston boxed, brand new, with gaskets etc, £40. 225cc (scoot-r-us ?) aluminum barrel and head only, £30. Chrome wheel rim, (brand new, unused), £20. GP (stamped SIL) headset (one bottom section and choice of two top sections - all used), £25. Tel. 01386 561901.

LAMBRETTE SEAT this is a seat off my GP the only reason I'm selling this is that I wanted a red seat instead of a black one, the seat is in perfect condition, £60. Tel. 01264 354863.

LAMBRETTE SINGLE SEATS removed off my Series 2, excellent condition in white with blue piping also Lambretta professionally sewn in, £125. Tel. 07702 368137. Rotherham.

Vespa

SCOOTER 50cc, starts first time, drives perfect, 4029 miles, no MoT or tax perfect for someones first bike, cheap on tax, insurance and fuel, it's got some scratches above the front light and on the front mudguard hence the price for more info ring or text. Tel. 07506 622016.

VESPA T5 classic, Malossi 172, Reed valve 28mm carb sip stainless pipe, Cosa clutch polished and ported by TWE, three years ago Beedspeed drops PX disc front end race mudguard, Sip front shock, Sip stainless floor boards, metallic black, few small scratches, no MoT needs minor work for MoT, very easy project, open to sensible offers, £1100. Tel. 07580 208898.

VESPA DOUGLAS 1975, MoT August 2016, rebuilt four years ago, new 150cc motor fitted, registered as a 125cc, has only covered 532 miles since rebuild, past MoTs prove this, its a great looking scooter running on 10" wheels, possible swap for a cut down, £1995. Tel. 07722 351555. Gosport.

VESPA ET2 50cc, currently has no MoT, still running fine, and has no problems while running, all service history while it has been mine, mileage is 14,806, if you would like more photos or information please feel free to contact me, £350. Tel. 07913 210076.

VESPA GT200 MoT April 2016, cracking scooter, great runner, 23,000 miles, £1000. Tel. 07814 192014.

VESPA P Range 125, starts at the second kick start and has original paint, recently changed seat, flywheel and petrol tank, 45,000 miles, MoT, £1200. Tel. 07979 925058. London.

VESPA LX125 in graphite black (metallic black), good condition comes fitted with genuine Vespa accessories including full chrome kit, fly screen and leather saddle, garaged over winter a recently changed the battery and spark plug, ready to go, £1550. Tel. 07706 956581.

VESPA PIAGGIO excellent condition, hardly used red Vespa, 48cc, 14,077 mileage, few scratches, Speedometer not working, 02/07/2010 date of first registration, £750. Tel. 07540 498499. Hertfordshire.

VESPA PRIMAVERA 50cc, reg 2014, fly screen & rear rack, only 140 genuine miles, brown, £2000. Tel. 07944 538625. Bradford.

VESPA PX 125 2007, very reliable, good little runner, used regularly, learner legal, Midnight blue with cream, electric start, rear rack, in good condition, MoT until end May 2016, V5 present, priced to sell, £1450. Tel. 07890 888818. West Sussex.

VESPA PX125 180cc Pollini conversion, Ported engine casings, 28mm Dellorto carb, Taffspeed Goldseal exhaust, Paintwork by Splat designs red white & blue, engine casings, forks & wheel hubs powder coated, front & rear upgraded shocks, front brake discs conversion, Michelin S1 tyres, new seals & bearings fitted when rebuilt, Yankie Guirlari seat, Stereo console, with speedboat speakers, chrome back rest, recent service and tune, £1895. Email. gary.thompson18@gmail.com

VESPA PX125 Disc, 2005, platinum silver, excellent condition with 166 Malossi kit Sito plus pipe, lots of extra stainless accessories, 8000 miles, have van so transport possible, £1425. Tel. 07828 736246. West Sussex.

VESPA PX125 PIAGGIO V5, log book, bright & clean 1981, scooter has been for the last four years and stored in a garage, just had MoT, starts, runs and rides well with a nice gear change and smooth brakes, £1895. Tel. 07400 506040 or 07833 961524.

VESPA PX200 1996, electronic, MoT till April 2016, vgc standard engine, reliable smooth runner, £2300. Tel. 07565 705711. Staffs.

VESPA PX200 genuine 2013 PX200, on V5 as PX200, bought new from MSC with brand new P2 engine fitted, cost almost £5000, only 1900km, dark blue, excellent condition, receipts to prove new engine fitted from new, £2950. Tel. 07954 160140. Perth.

VESPA PX200E 1999, only 10,000 miles, Sip exhaust, Sip Tubeless wheels and tyres, two spare wheels, seat, spare wheel and back rest all real leather, MoT till September 2016, and have all ones from 2007, so correct mileage, front rack with all LED lights working, always run on fully syn oil, £230. Tel. 07976 444131.

VESPA RALLY 1977, original red, nice bike, Diabolo built the engine, standard looking, lots of history, not many of these about, too much to list £6000. Tel. 07887 751395.

VESPA T5 orange T reg, 172 kit, upheared jetted disc brake, stirling exhaust, back rest, MoT, S1 tyres, rally going scooter, bear badges riveted on frame, could deliver, £1500. Tel. 07746 114017. Lancs.

Vespa Parts

VESPA PARTS: 90SS legshield trim new original Vespa part will not post buyer collects, £20, tell after 6pm weekdays anytime weekends. Tel. 07804 014996. Rotherham.

VESPA PARTS x two Scorpion exhausts for P200, one with down pipe and springs, £35; the other without, £25; both pipes clean-up well. T5 barrel only, good condition or would not be selling, £35. P range Mk1 horn cover in primer, section cut out for disc brake. P range, used 'chrome' fly wheel cover, carb cover and gear selector cover, buyer collects. Tel. 01386 561901.

VESPA GS/150/160 complete GS150 engine with swinging arm and rebuilt, £900, other nine cases also other 150GS parts and some 160GS parts. Tel. 01268 696803; 07950 665190. Essex.

PM80 STAINLESS EXHAUST SYSTEM for 3V engines, used exhaust system (down pipe, silencer, DB killer, fixing bracket), it is stainless steel and can be seen on the pm tuning website. Product code PM80. Will fit all 3V engines such as Primavera/Sprint and the last of the LX's, rrp £279.99 I am looking for £150. Tel. 07804 146643. Lincs.

VESPA GTS300 front tyre, brand new, my2015 Vespa 300 GTS Super stolen with front tyre detached and replaced, I'm left with the front tyre (+ rim, no disc brake) in optimal conditions, it has ridden 600 miles, £90. Tel. 07554 143790. London.

Wanted

LAMBRETTE WANTED fully restored with high spec well sorted tuned engine, EG RB TS1 BGM Casa Mugello Imola, anything considered but must be nice or a bit special, please ring me with details, upto £5000 cash available. Tel. 07968 728822. Nottinghamshire.

ORIGINAL S2 LI front mudguard, must be in vgc and not poor Indian copy, can collect if local. Tel. Richard 07778 879431. West Yorkshire.

VESPA PX200 wanted, preferably late MY model. Tel. 07968 728822. Notts.

WANTED QUALITY CUSTOM or restoration S1 S2 S3 GP, quality well spec Lambretta wanted, custom (tuned engine TS1 Monza, RB, Imola etc). Custom? or high end restoration SX2? TV? etc. Cash waiting for right scooter. Tel. 07555 972856. Teeside.

WANTED THROTTLE CABLE for a 1970 Puch MS50D moped, also a plastic air filter hose required. Tel. 01229 475552. Cumbria.

Miscellaneous

BATTERY new unused, fully charged battery, Yuasa YB9-B for Vespa 125, £20. Tel. 02087 645691. London.

FRED PERRY Polo shirts 36" x three. Lambretta Polo shirt, small, all brand new, £25 each, p&p included Tel. 01249 465522. Wiltshire.

LAMBRETTE BOOK Pitmans The first Book of the Lambretta, mint condition, complete with dust cover, this copy is unmarked and must be the best copy available, a collectable useful bargain, £15 inc p&p Tel. 01946 834979. Cumbria.

REGISTRATION NUMBER Number plate reading P200E for sale, for details and price please contact. Tel. Christian 01582 967777.

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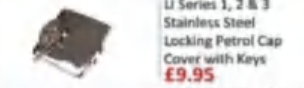
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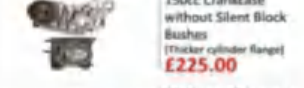
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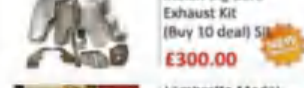
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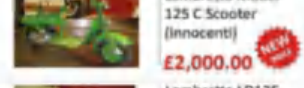
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Bushes
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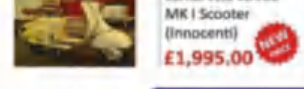
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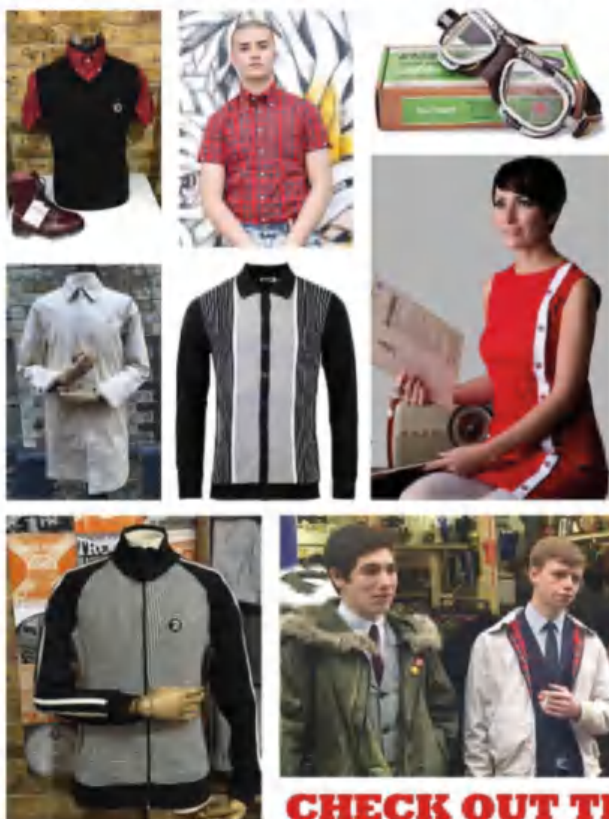


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Show us your Scoots



This is the view from Fran Di Vito and Graham Roper's tent at the Ambleside Rugby Club, September 18-20.



Carl Grisley's Series 3 collection.



Denny and grandad. Eden on dad's T5 Millennium.



Paul Tombleson sent these before and after shots of his Vespa T5.



Stefan Dobrianov (Tedo) of Santa Barbara CA, USA, sent this in of his Custom TEDSTER (ex SYM Lance Cali Classic 150cc)





Don Roberts, from Swinton in South Yorkshire, sent in this picture of his 1966 Li 125 Special which was restored by Armandos Scooters.



This is Rafal Czuprynski's (Dublin Pit Stop Krew) Vespa PX 125, Malossi 180 kit and the picture was taken in Howth, Ireland.



Tom from Aberdeen.



Daron Watts' scooter.



Paul West's Vespa 215, Isle of Wight in December 2015.



Mr and Mrs Patrick would like to thank all at the Stumpsuckers scooter club for making their wedding day so special.



Acko from Grimsby has sent these pictures in showing his scooters and him and Nik Skeat en route to the Glencoe Gathering, May 2015.

Show us your Scoots



Shane Breen has sent us this photo of his scooters: 50 Apecial, 100 Sport, PK ETS 125, GP200 Stone Roses Tribute, GPTS1 Kas Race Paint Special, GTR T5 Engined, Steampunk Art Painted Cutdown, Rizzla painted Malossi 220, Mantis painted PX210, Bajaj Cheetah, GTS 300, Scomadi 172 Wildcat, TX200 Coca-Cola themed, PX 210 Fullframe.



This photo is of Stephen Lightfoot's daughter, Katie on his 1959 Li 150. The same scooter which she first appeared on in May 1997, edition 137 of *Scooter International*.



Tony and Emma Wort's wedding day on May 16, 2015. The scooter is Tony's Vespa PX 125 and they are pictured at the George Hotel in Huntingdon, Cambridgeshire.



Lee Inchley sent this in of his 1961 Mugello 198 powered LI 150 Series 2. It was taken at the 2015 Woolacombe rally. He and seven of his mates all rode there on Lambrettas from Leicester.



This is Martin 'Zak' Alexander's 1998 P200, which was totally rebuilt and sprayed by Midland Scooter Centre. He's had her for 18 months and says that she's a dream to ride. The picture was taken at an old derelict petrol station in Steeple Ashton in Wiltshire; a popular spot for taking great pictures.



Andy G's PM Pimped Scomadi.



These pictures of Rob Ross's Vespa were sent in by Frank Worthy. Rob used to ride out with the Ace of Spades Club but passed away recently.



This is Simon Lidster's 2003 PX200E.



Steven Halliday sent this picture in of his daughter Tiana on his T5 Classic.



The 'Three Amigos' (from left: 'Red Rocket Ronnie' Diamond, 'King Kev' Woodward, 'Al Speed' Alan Baker) setting off from Surrey to the Sugar Beat Rally In France at Amiens in June 2015. Sent in by Kevin Woodward.



This is Lee Robertson's Li125, after nine years of ownership (seven of neglect) but he's now found the true meaning of life with a Lambretta! Sunday morning coffees...



Andy Stephenson (Smugglers Scooter Club, East Cleveland) sent these in of his self-restored series 2 including rattlecan paint job. The GP built from not much to a daily rider; the Series 3 revamped to 60s racer. He says: "All work done by my own hand so I can't blame anybody else when I'm stuck at the side of the road!"

THE VESPA PARADE PARIS 2015



In the Fifties, with the help of the Vespa Club France, the Vespa Club Paris was created. After an active period and for unknown reasons, the VCP was forced to retire in the years that followed.

A few decades later, a handful of die-hard enthusiasts, 'Parisian Vespists', decided to take over the handlebars of the club in 2010, under the name Vespa Club Paris 75, to help restore the colours of this legendary club. The adventure lasted four years and despite having revitalised the club, they stopped all activities. Since then the members and supporters became an 'orphans' club and we were all waiting for a solid team that could take over.

In early 2015 the draft 'Hidalgo' law (named after the mayor of Paris), to prohibit old vehicles in Paris and the inner suburb, threatened all lovers of classic scooters in the city. During the first event organized by the FFM (Federation Française des Motards en Colère, the equivalent to the British MAG/Motorcycle Action Group), Delphine Nadjar (president of Vespa Club France) asked Lionel (president of Vulcan Scooter Club) to take over the lead of the Vespa Club Paris and to organize the resistance to the proposed unfair and discriminatory legislation. Lionel took up the challenge!

With his team, Lionel created the Vespa Club Paris Ile-de-France and defined its purpose, as well as coming up with a plan of action. First up on the agenda was assembling a team of founding members; competent, motivated and passionate. Next, they had to organise by legal means, the resistance to the 'Hidalgo' law mentioned above. Keeping the Vespa Club of Paris Ile-de-France itself alive was also vital and social networks were utilised for that purpose. Finally, they had to organise events and participate actively in them with other Vespa clubs, scooter clubs and those of other classic vehicle collectors.

On Saturday, September 19, 2015, more than one hundred Vespists participated in the Vespa Parade Paris, organized by our club in partnership with the La Clinique du Scooter shop.

Many scooter riders got their prettiest Vespa out, coming from Paris, its suburbs, and faraway cities (Orleans, Perpignan, Rennes) but also from abroad (Italy, Portugal and Belgium). The morning was punctuated by a breakfast offered by the

owner of La Clinique du Scooter, Samy, and by the recording of the first subscriptions as official members to the Vespa Club of Paris Ile-de-France. Goodies were offered by professional partners from scooter and motorcycle businesses who were there to support us (Piaggio/Vespa France, SIP Scootershop, Tucano Urbano and Esquad).

Under a blue sky, we went through Paris and its most prestigious streets at a nice cruising speed, under the approving eye of Parisians and tourists alike. To immortalize this event, some photos and video sessions were made at some of the most famous monuments of Paris, where we stopped our ride-out. The Paris ride out continued towards the banks of the Seine River to join the green grass of the 'Bois de Boulogne' forest and park for a sunny picnic.

Paris is alive! Vespists from the Vespa Club of Paris Ile-de-France will prove it every day!

Words: Lionel Velard

Photos: Marie Uribe (www.marieuribe.com)

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WINTER SCOOTER RUN



Like the saying 'killing two birds with one stone', I took the opportunity to collect the freshly bought Vega from my old mate Bruno and attend the Winter Scooter Run he organises annually to warm engines up in the cold season.

It was a few years since I'd been back to Pordenone, a town in the north east of Italy which I can say is my second scootering home, as I spent my military service there back in the mid-80s.

I found a community of fellow Mod and scooterist friends there, and that's the reason why I ended up taking my Lambretta there and riding every evening to the 'Sala Giochi Perseo' where they used to meet up. Fond memories.

I never lost contact and have regularly seen some of them, still into the scene, at

events and scooter rallies, or on occasions when I felt the need to come back.

And this was a good opportunity because I had just bought an orange Vega not far from there and the seller agreed to deliver it to Bruno's shop, Scooter Italiano. He is the man behind the event, which has been going for a number of years now.

Decision taken, I asked him to arrange a pizza with a few old friends for the evening before the run, loaded my SX200 on a van and was ready to go!

The evening before I met some old faces;

Guana, Shaky and Zampa among others. Lots of memories and laughs. The following morning I could take it easy and arrived at the shop, where the run begins, with the van where first of all we secured my new Vega inside and took the SX out.

It was a brilliant day, not one cloud in sight, and the temperature was very mild. I also got my CD mixed by Bruno himself which was a little gift for all. Perfect in every aspect. Slowly scooters started to arrive, coming from all the surrounding area including Fabio from Treviso who had



an early start and had done about 70km riding solo in December to be at Bruno's by nine. Good boy. By 10 we were ready to leave. Pordenone is on the flat but is surrounded by the Alps so you can reach quite high peaks within a short time.

So in all 45 scooters left in a cloud of two-stroke smoke to reach the peak of Piancavallo; a mere 25km ride, that in previous years has seen our brave scooterists riding in the frost. This year we were graced by an early spring temperature and sun. All kinds of scooters were represented, from early Vespas and Lambrettas to chops and customs, and lots of tuned ones. Making its first appearance was a gleaming metallic green 60s racer SX 200 freshly restored by TV Scooter Garage, a very nice scooter indeed, fitted with a Veglia rev counter mechanically driven by the crankshaft

– the old way, that I like so much.

When we approached the hill those on tuned scooters at the start of the show, some of them were pretty quick and I tested my SX – freshly overhauled and with a 60s Ancillotti pipe fitted – and I could feel the difference on a twisty road, going up the hill. Fantastic.

Once we had arrived we found an aperitif of a large buffet organized by Robert Newcastle. It may have been enough to feed and get drunk all of the 74 people who attended, but that was just the aperitif... the Italian way!

From up here we could see down the valley and it was hard to believe it was December. It was so mild I had to take my winter over-trousers off as jeans were enough for the day. Half an hour and off we went again, the second leg of the run, down the hill and then we took another

twisty road that led us to Alfaro Mezzomonte, another spectacular road I have had the pleasure to ride at speed sometimes – today certainly I feel more confident with the SX. There's not one day I ride scooters that I don't still feel the pleasure; it must be a disease.

Once there we arrived at the restaurant pre-booked for lunch and there was again food, and more food and wine.

But by four o'clock I'd returned to Bruno's shop, loaded the SX, put the gift CD on the player and then headed back home. I didn't manage to avoid the fog from Venice to Bologna, but I expected that. Thanks Bruno for taking care of my Vega for one month and for organising such a brilliant day and all the people I have had the pleasure to meet up with, old and new friends.

Paolo Catani (Racinglambrettas.com)



THE CAROLE NASH CLASSIC BIKE GUIDE WINTER CLASSIC 2016

With a fascinating blend of motorcycles, autojumble and classic scooters spread across the halls of Newark Showground, the Carole Nash Winter Classic provided an inspiring kick-start to the 2016 riding season.

Thousands of motorcycle and scooter enthusiasts grabbed the chance to stock up on parts and spares ahead of the latest riding season, and also to see what was new for 2016.

From a scootering perspective, we had the Scooter World display spread across two large halls, which comprised club stands, trade and jumble stalls, interactive attractions such as the skills area, and an engine rebuild competition to boot! Ex-race scooter champion Norrie Kerr was the special guest for the weekend, with his famous racing Vespa on display. The whole show seemed to blend together very well, and the positive atmosphere was a pleasing way to start the new scootering season.

For me though, and fairly predictably I suppose given my penchant for speed and tuning, the BSSO race scooter display

was the section which I was naturally drawn to. There were a number of tuners, racers and enthusiasts on hand to answer questions and enquiries. But just to see such a growing selection of race scooters at these exhibitions is very pleasing for me, it illustrates that the sport is in good health and attracting new fans each year. It's also worth noting, that a lot of the race scooters themselves are beautiful looking scooters, not just from a race-paint perspective, but the actual technology and components used within them. As with a race machine from any industry, these are the paint jobs and tech parts which inspire many road going race-reps and high street sales of components.

To cap the show off, various charity events and auctions took place across the weekend and raised a total of around £4000, which made the event even more worthwhile in my eyes.





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The Black Pearl

With her distinctive black hull and captained by the swaggering Jack Sparrow, the *Black Pearl* was said to be 'nigh uncatchable'. Ric certainly had the appearance and off-kilter manner of Sparrow, and if at all possible I do intend to make his #59 Lambretta uncatchable...







“ The world’s still the same.
There’s just less in it. ”

The moment I heard that Ric had died I was immediately left feeling empty inside; he was a peculiar chap in the funniest sort of way and known to be quite the loner. His creative mind was a jumble of madcap moments combined with determination, a small amount of logic, and a large amount of enthusiasm. But now he was gone, his wife Jo had passed away only a few months earlier, and they had left behind their three beautiful children. The whole situation saddened me deeply.

Ric was a moderator on our forum (Scooterotica) and quite the character. He had such a vast knowledge of scooters, and could dig up any fact, figure or image from any decade of scootering history. He was definitely the unofficial archivist of the forum.

Members of the forum would often meet Ric at rallies and race events, and while on the odd occasion he could rub people up the wrong way if he was feeling out of sorts, for the most part people really took to him. He was well liked and is sadly missed by those who knew him.

A short while after Ric’s death in November 2013, I received a phone call from his brother in law Wayne, who was now the legal guardian to his

Below: #59 parked up on the shelf since 2013.





SCOOTER DETAILS

Scooter name: Black Pearl

Owner: Ricspeed – RIP

From: York.

Model: 1959 S1 Lambretta.

Bodywork modifications: Cut down, Vega leggings, drop bars, rearsets, up'n'over pipe.

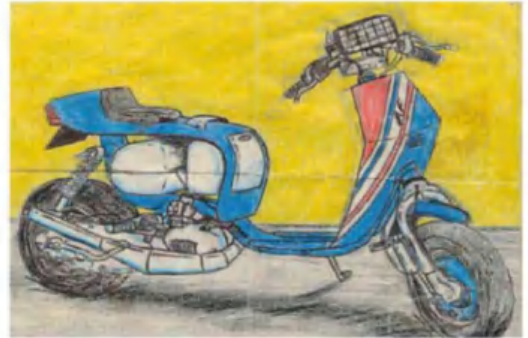
Tech spec (brakes/suspension etc.): Disc brake, uprated suspension.

Engine spec: TS1-225, Dolly 34mm, Ducati Light Flywheel, one-off pipe.

Power output: TBC.

Top speed: TBC.

Paint: Group 6 replica with rattle cans.



children and was sorting through his estate. "Dan, we'd like to bring Ric's scooter The Black Pearl back to your garage. We can't think of a better place for it to be until his kids grow up and decide what they want to do with it. We don't want to see it just sold off and disappear forever, can you look after it?" I was delighted, we took the scooter straight in and lifted it up onto a shelf, pride of place in the front of the garage for all customers to see. It's a small tribute to Ric, and a little something just to remind us each day how fragile life really is. And there the scooter has stayed, until now...

Hidden treasure

I've always thought a scooter like this deserved to be back where it really belongs... on the track! It's a race bike at heart, a Group 6 replica, and Ric had just started taking it out and doing a few eighth and quarter mile sprints before he passed. So that's where I intended to take it back to, the sprint track.

The scooter itself is based around a heavily cut down 1959 S1 Lambretta. Fitted with drop bars, Vega leggings, rearsets and a few cheeky little race bits. Ric was so pleased with the final build, he decided he would enter it into the custom show at

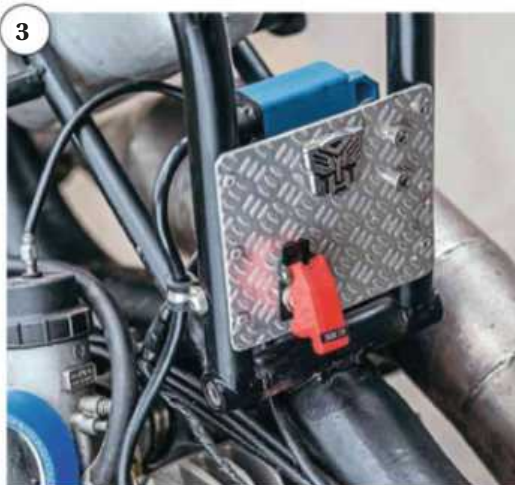
Above right: A sketch by Ric when bored in class as a kid!

Right: Family wreath at Ric's funeral.









“ I’ve always thought a scooter like this deserved to be back where it really belongs... on the track! ”

Brid, he only did it for a laugh because he wanted to show the bike off. And much to his astonishment and delight, he won the second place trophy for a custom S1, which just goes to show, you don’t have to have a gold plated £20,000 show bike to win a trophy, grassroots scootering still works! The engine is a bog standard and untuned TS1-225, which is fitted with a 34mm Dellorto carb, lightened flywheel and a one-off sprint pipe Ric scrounged from Guy Topper. Ric was the king of picking up unwanted bits; I swear that half the scooter parts he ever owned were accumulated using the phrase, “So is that old bit going spare then if you’ve fitted a new one?” This scooter is a great basis for a tuning job, to unleash the ponies inside.

Sprinting

Sprinting is fun, it’s cheap, and it’s addictive. For anyone wanting to go down the tuned scooter route or have a bit of fun, it’s a very cheap way to get started. So later this year I will be taking the Black

- 1: Re-sprung R1 rear shocker.
- 2: Ducati Ignition with de-finned flywheel.
- 3: Ric’s Transformer kill switch.
- 4: At home in the dyno room.
- 5: Darrell Taylor carbon end can, fitted to one-of up’n’over exhaust.
- 6: Custom front disc brake.
- 7: Adjustable rear sub frame.

Pearl back down the tarmac again, still in its untuned and standard trim. Once I have the results and data from those sessions, I will whip the top-end off and give the cylinder a few porting tweaks, set it up on the dyno, just to unleash a few more bhp and to see if we can get it somewhat competitive. It’ll be a labour of love and a project filled with memories and emotions, a real journey, but it will be a great opportunity to get both me and this old S1 back on the tarmac before we both seize up from disuse!

I hope to see as many of Ric’s friends and forum buddies at the sprint track as possible, it’ll be a pleasure to see you all, I’ll put out some dates when I know which meetings we are attending, and hope you’ll enjoy this sprint down memory lane with us. “Now bring me that horizon”...

Words: Dan Clare

Photography: Joe Dick



4



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